

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

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Baltimore, January 18, 1890.

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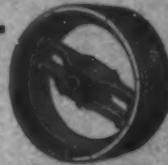
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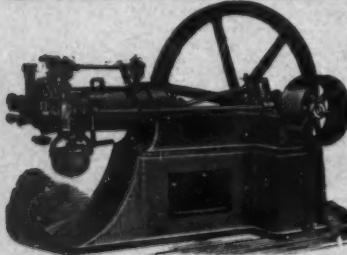
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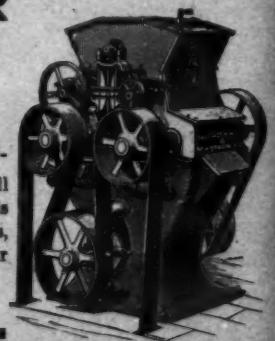


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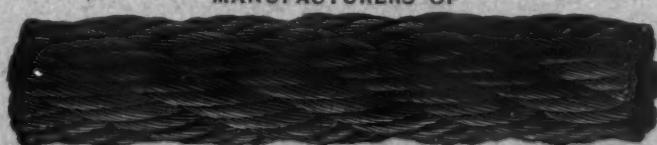
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MANUFACTURERS' RECORD

A Southern Industrial, Railroad and Financial Newspaper.

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BALTIMORE, JANUARY 18, 1890.

\$4.00 A YEAR.
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Manufacturers' Record.

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WM. H. EDMONDS, BUSINESS MANAGER.

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COR. EXCHANGE PLACE AND COMMERCE STREET,
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THOMAS P. GRASTY, Southern Staff Correspondent.
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BALTIMORE, JANUARY 18, 1890.

THE daily hearings before the Ways and Means Committee of the House of Representatives have brought out a great variety of information about diverse industrial interests that will aid the committee to act intelligently in its remodeling of our national tariff. One noteworthy feature of these hearings has been the attendance of gentlemen from various parts of the South to testify to the necessity of retaining protective duties on iron, coal and other articles that within a few years have become Southern products. Up to 1880, had Southern gentlemen appeared before a committee to be heard in relation to tariff duties, in all probability they would have been advocates of free trade, but during ten years of industrial revolution and progress men's opinions have changed, and all signs of the times seem to indicate that the South will soon be the bulwark of protection to American industries.

THE MANUFACTURERS' RECORD is as lively as ever this week, but while it talks much and pleasantly about Fort Payne, Florence and other points that are rapidly developing in the South, it has nothing to say about Laredo. While it devotes several columns to Denison, the other gate city, it has not a line about Laredo, this gate city. Wake up, Laredo real estate men, and let not an issue of that valuable journal pass without a full showing from Laredo.—Laredo (Texas) Gate City.

The Gate City appreciates the fact that Southern towns must advertise in the MANUFACTURERS' RECORD if they expect to be prosperous.

Southern Progress Appreciated.

Elsewhere in this issue will be found a series of letters that make manifest the fact that interest in Southern progress is confined to no class of citizens, but is felt by men of exalted positions and occupied with the cares and exacting duties of high offices, as well as by capitalists, bankers, manufacturers and business men generally.

The reader will notice in these letters a common spirit of gratification that the South is moving forward so grandly, and also a decided appreciation of the greatness of her natural resources. The only exception is the courteous letter of Secretary Halford conveying the President's thanks, but he who can read between the lines will see that the subject-matter interested General Harrison, than whom there are few Northern men who have kept as well informed as he concerning Southern development. Something of this was indicated in the paragraph of his inaugural address, in which he said: "But for it," (slavery) "there was no reason why the cotton-producing States should not have led or walked abreast with the New England States in the production of cotton fabrics. There was this reason only why the States that divide with Pennsylvania the mineral treasures of the great southeastern and central mountain ranges should have been so tardy in bringing to the smelting furnace and to the mill the coal and iron from their near opposing hillsides. Mill fires were lighted at the funeral pile of slavery. The emancipation proclamation was heard in the depths of the earth as well as in the sky. Men were made free and material things became our better servants."

It is the sentiment expressed in the foregoing paragraph that has made the President a careful and conscientious student of Southern progress, and caused him to rejoice at every new indication of its increasing prosperity.

VICE-PRESIDENT MORTON is patri-

otically glad that the great diversity of industries in which the South is now engaged brings it in line with all other sections, to the mutual benefit of all.

SECRETARY BLAINE, in concise terms, says that it is a patriotic work to make known to the world the rich and varied resources of the Southern States of the Union.

SECRETARY WINDOM finds the remarkable commercial and industrial growth of the South exceedingly gratifying, and regards it as "a splendid illustration of the beneficent results of the American principle of protection."

POSTMASTER-GENERAL WANAMAKER says the industrial advancement of the South is indeed marvelous. If to the honest industry of its people can be added courageous enterprise and liberal thrift, then there can be no question of the South's complete prosperity.

SECRETARY NOBLE refers particularly to the great advance in the educational interests of the South as shown by the excess of enrollment in the common schools over the increase of population between six and fourteen years of age. He refers also to the great landed interests the Interior Department has under its control in the South, which are being rapidly disposed of, and adds: "The constant and continuous increase in the demand for homes under the general laws of the United States is a cheering indication of the future of that portion of our common country."

SECRETARY RUSK expresses his gratification at the evidences furnished him of Southern progress. He introduces various subjects that will greatly interest Southern farmers. His letter will be widely copied by the Southern press.

The several Senators whose letters are given are also much gratified to note the advancing prosperity of the South.

SENATOR SHERMAN, of Ohio, thinks that the success of varied mechanical industries will induce a greater variety of agricultural products and will bring to the South

that which is most wanted there—a home market for home products. He trusts that prosperity will settle the race conflict on a fair basis, for with a diversity of pursuits the negro will become more valuable, more independent and more worthy of the rights and privileges of freedom.

SENATOR HAWLEY, of Connecticut, agrees with the MANUFACTURERS' RECORD that the "history of many Southern towns in the last five years reads like a romance." He earnestly wishes that more capitalists would go into his native State, North Carolina, whose "ranges of climates, soils, fauna and flora and minerals are not equaled by those of any other State."

SENATOR VEST, of Missouri, says: "There is not in the history of the world a progress so marvelous as that of the Southern people since the war." Incidentally he makes a plea for "hands off" in the administration of State and local affairs.

SENATOR REAGAN wishes that the MANUFACTURERS' RECORD could circulate generally through the South, as it would stimulate enterprise and advise the people how to utilize their unlimited sources of wealth and prosperity.*

The writers of the foregoing letters are from all sections of country east of the Rocky Mountains. They have been many years in public life, and by virtue of their numerous and varied associations and opportunities have become fairly well informed about the financial, political and social conditions of all our States and Territories.

Differing from each other on many of the questions that occupy the American mind, they all, as good patriots and citizens, rejoice in the progress and prosperity of the South, and heartily hope that it may continue unceasingly. In this unity of hope they faithfully represent the earnest and universal wish of the American people.

*NOTE.—Senator Reagan's kind wishes for an increasing circulation of the MANUFACTURERS' RECORD at the South are appreciated. For nine years we have had the same wish, which has every week been gratified. There are but few Southern communities in which the MANUFACTURERS' RECORD has no subscriber. Its circulation is cumulative. Like the snow-ball, the farther it goes the greater it grows.—Editor.

MANUFACTURERS' RECORD.

Statesmen Appreciate Southern Progress.

When the Special Bankers' Edition of the MANUFACTURERS' RECORD was sent out last December to our subscribers, and to every banking house and organization for the investment of capital in the United States, we deemed it wise to let our statesmen know what the South had accomplished within ten years. To that end copies were mailed to the President of the United States, to the several members of the Cabinet, and to many Senators and Representatives. In every case the paper was accompanied by a letter of advice that it had been sent and an intimation to the recipient that if willing to give public expression to his views upon the future of the South, or upon the progress made since 1880, as set forth in that publication, a letter to that effect would be appreciated. Many kindly letters of response have been received, some of which are herewith given. Others from Congressmen will be published next week unless the pressure of news compels us to defer them to some later issue.

EXECUTIVE MANSION,
WASHINGTON, D. C., Dec. 20, 1889.
Editor Manufacturers' Record:

Dear Sir—Allow me to acknowledge the receipt of your favor of the 19th inst., and to express to you the President's thanks for your friendly courtesy in sending to him the copy of the MANUFACTURERS' RECORD containing the article on "The South's Redemption."

Very truly yours,

Private Secretary.

VICE-PRESIDENT'S CHAMBER,
WASHINGTON, Jan. 10, 1890.

Editor Manufacturers' Record:

Dear Sir—The rapid development of the South in all lines of commercial enterprise, as shown by the record of the last decade, proves that it is not solely an agricultural section, but the home of a great diversity of industries. This fact brings the South in line with all sections of the country, and the result is sure to be mutually beneficial. I have read with pleasure recent statements in the MANUFACTURERS' RECORD bearing upon the renewed prosperity and rapid development of new enterprises in the South.

Yours very truly,

DEPARTMENT OF STATE,
WASHINGTON, Jan. 11, 1890.

Editor Manufacturers' Record:

Dear Sir—You could not be engaged in a more patriotic work than in making known to the world the rich and varied resources of the Southern States of the Union. Believing that you are promoting

this end in the MANUFACTURERS' RECORD, I heartily wish you success in extending the circulation of your valuable magazine.

Very respectfully,

TREASURY DEPARTMENT,
WASHINGTON, Jan. 2, 1890.

Editor Manufacturers' Record:

My Dear Sir—My attention has recently been called to the MANUFACTURERS' RECORD, which seems to be especially devoted to the industries of the South, and I have taken much pleasure in looking over the last few issues of this journal. On almost every page there is to be found evidence of the progress of material affairs which has been made in that section, and indications are plentiful of still greater development of those resources which go far towards making a people prosperous and contented. This remarkable growth in the commercial and industrial life of the Southern States is exceedingly gratifying, and is a splendid illustration of the beneficent results of the American principle of protection which has stood guard against the menacing and destructive influences of the old world, while factories and mines are being successfully operated in the new. That the efforts of your paper may do much to aid in the good work at the South I have no doubt, and you have my best wishes for abundant success.

Very truly yours,

POSTOFFICE DEPARTMENT,
OFFICE OF POSTMASTER-GENERAL,
WASHINGTON, D. C., Jan. 11, 1890.

Editor Manufacturers' Record:

My Dear Sir—The industrial advancement of the South, as shown in the pages of the Special Bankers' Edition of the MANUFACTURERS' RECORD, which you have been good enough to send me, is indeed marvellous. The hope of any country, or of any part of any country, is in the honest industry of its people. If to this quality can be added the courageous enterprise which plans and carries forward, and the liberal thrift which spends as well as saves, there can be no question, I should think, of the complete prosperity of the States of the Union to which Northern sentiment and good fellowship, as well as Northern capital, are more and more reaching out.

With great respect, dear sir,

Yours most truly,

DEPARTMENT OF THE INTERIOR,
WASHINGTON, Jan. 13, 1890.

Editor Manufacturers' Record:

Sir—in reading your valuable journal my attention has been called to the vast growth of all the material interests of the South, and this department contains within it much that is benefited by this advancement. Your journal commends itself as one of national importance, giving much information affecting public interests not otherwise obtainable.

In the last annual report of this depart-

ment attention was called to the great advance in the educational interests. It appears from the statistics of the public schools for the decade 1876-77 to 1886-87 that the growth of the public school system, considering the whole country, outstripped the growth of the population. The excess of this increase of enrollment over the increase in population 6 to 14 years of age was 2.1 per cent., and was due to the progress of the public schools, particularly in the South Central Division. The increase there of enrollment (83.4 per cent.) shows an increase over the increase of population (36.8 per cent.) of 46.6 per cent. Much more was said in the report tending to support the general proposition here made.

The exhibitions made in your journal connected with this advance in education and intelligence give assurance of an early and rapid development of all the great resources of the South. It would take more time than I now have at command to speak in detail of the great landed interests this department has under its control, and which are rapidly being disposed of in the Southern States; but the constant and continuous increase in the demand for homes under the general laws of the United States is a cheering indication of the future of that portion of our common country. With intelligence, industry and the resources for development there found, the greatest assurance may be felt that the career on which the "New South" has entered will be maintained and perpetuated if justice is administered to all alike, and the right of each man to his own preserved. These are the foundations at last of all prosperity, and I am confident in the hope that they will not fail the Southern people.

With the best wishes for the success of your paper and the advance of all the interests that you advocate,

Yours most respectfully,

DEPARTMENT OF AGRICULTURE,
OFFICE OF THE SECRETARY,
WASHINGTON, D. C., Dec. 30, 1889.

Editor Manufacturers' Record:

Dear Sir—I am in receipt of your valued favor of the 20th inst., together with the special copy of the MANUFACTURERS' RECORD, containing a most interesting review of the industrial, railroad and financial progress of the South during the last ten years. I am greatly obliged to you for this copy of your valuable paper, and I have read the review which furnishes such remarkable testimony as to the future development of the South with the closest attention and no less gratification.

To refer with any approach to detail to the varied industrial topics covered by the review would be quite impossible within the limits of an ordinary letter. I will merely say a word then on that subject which is naturally of the greatest personal interest to myself—agriculture. In this department of your great industrial development it is especially gratifying to observe the effort on the part of the Southern farmers to diversify their products. The supremacy which the South possesses in the

markets of the world as a cotton-producing country there seems little reason to suppose it will ever forfeit, and yet, in this age of wonderful industrial development, it is well for those who think that they stand to beware lest they fall, and self-interest as well as public weal enjoins that we should ever seek to attain the highest standard in everything that we produce. The natural facilities of the South for the production of this great cotton crop, aided and directed by the intelligence which constantly seeks improvement, must assure for all time the supremacy of our Southern States as the cotton-producing region of the world. The South has a climate and a soil well adapted to producing all the crops necessary to provide its inhabitants with food, and the rapid increase in its production of cereals during the past few years is extremely gratifying, and so, also, is the wonderful increase in value of live stock; and in this connection I would call your attention to the special importance of the horse, dairy and sheep interests. The great development of your manufacturing interests in the South will soon create an extraordinary demand for heavy draft horses. There is no reason why this demand should not be supplied by Southern farmers if they will prepare for it in time. In the dairy interest many sections of the South have already given evidence of most gratifying progress, and I can only say that with the early establishment in this department of a division devoted especially to the dairy, it will be my pleasure, as well as my duty, to aid this development to the fullest extent possible. With reference to the sheep, I notice in this branch of live stock, and in this alone, a falling off in values between 1879 and 1889. I trust that the forthcoming decade will show a very different record, and that, in the meantime, Southern farmers will give more attention than heretofore to the raising of mutton sheep, for which, I am satisfied, a great many sections of the South are peculiarly well adapted.

The subject is almost an inexhaustible one, but to say one-half of what I would like to say in regard to the magnificent field which the South affords to American intelligence and American energy would quite transcend the limits of a letter. I will conclude, therefore, by expressing once more my profound gratification at the magnificent showing made by your interesting review, and congratulating you upon the admirable manner in which you have arrayed these startling facts and figures for the information of the American public.

I remain,

Secretary.

WASHINGTON, D. C., Dec. 23, 1889.
Editor Manufacturers' Record:

Dear Sir—Your favor of the 19th inst., together with a copy of the MANUFACTURERS' RECORD, has been received. I have not been unmindful of the industrial growth of the South for several years, and have been accustomed to look at your paper for valuable statistics in relation thereto, and your latest MANUFACTURERS'

MANUFACTURERS' RECORD.

7

RECORD furnishes a very exhaustive account of the progress the South has made within the last twenty years. You will please accept my cordial thanks.

Very truly yours,

UNITED STATES SENATE,
WASHINGTON, D. C., Jan. 10, 1890.
Editor Manufacturers' Record:

Dear Sir—I have read with much satisfaction the information contained in the MANUFACTURERS' RECORD of the rapid advance of the various branches of manufacture in the South. The progress made is almost marvelous, and I trust is but a beginning of a still greater advance in the same direction—a diversity of production in a country formerly almost exclusively agricultural. The success of varied mechanical industries will induce a greater variety of agricultural products, and will bring to the South that which is most wanted there—a home market for home products. I trust this prosperity will tend to settle the race conflict upon a fair basis, for with a diversity of pursuits the negro will become more valuable, more independent and more worthy of the rights and privileges of freedom. The prosperity of one section leads to the prosperity of all, and personally I rejoice in every hopeful sign of prosperity in the South as much as in the North, or in the State of Ohio, in which I live.

Very truly yours,

UNITED STATES SENATE,
WASHINGTON, D. C., Jan. 10, 1890.
Editor Manufacturers' Record:

Dear Sir—I have looked over with much interest the remarkable statements in the special edition of the MANUFACTURERS' RECORD of December 21, 1889, concerning the growth of the Southern States in the production of pig iron, the manufacture of cotton goods and lumber, the building of railroads and towns, coal mining, grain raising and banking. You are right; in some of these things "the history of many Southern towns in the last five years reads almost like a romance." I am glad to see the MANUFACTURERS' RECORD making this exposition of resources and growth; it will accelerate progress. And I wish more of the capitalists who are exploring what Judge Kelley called "the coming Eldorado of American adventure" would come to a "realizing sense" of the magnitude and extraordinary variety of resources of my native State—North Carolina. I had occasion to give them considerable study in preparation for an address at the State Fair in Raleigh a few years ago. North Carolina's ranges of climates, soils, fauna and flora and minerals are unequaled by those of any other State. That is a broad and strong statement. Put it to the test of a thorough examination.

Hastily yours,

UNITED STATES SENATE,
WASHINGTON, D. C., Dec. 22, 1889.
Editor Manufacturers' Record:

My Dear Sir—Accept my thanks for a copy of the MANUFACTURERS' RECORD containing information as to the progress of the South, which is exceedingly interesting. There is not in the history of the world a progress so marvellous as that of the Southern people since the war.

I do not mean by this to convey the idea that there has not been in other countries a material progress in certain eras equal to that made by the Southern people during the time I have mentioned; but when we consider the circumstances which have environed the South since the war, the increase of material wealth is without a parallel in the history of nations.

If the charges made by the partisan press of the North be true—that the Southern people are systematically engaged in oppressing the negro, and that they spend their days in scheming for that purpose, and their nights in murder and intimidation—then they are beyond question the most remarkable race of people who have existed upon the face of the earth. If these charges were true it would follow that the Southern people are able to violate all the laws which properly govern social and economic conditions, and at the same time attain a degree of prosperity which amazes the world.

No intelligent man, not blinded with partisan passion and prejudice, will believe any such thing. On the other hand, the progress made by the South is a complete and logical refutation of the miserable slang and falsehood used by demagogues in the North for political purposes.

It is simply impossible that a people addicted to the practices portrayed by the Northern press and re-hashed in the halls of Congress could use the oppressed and sullen labor of the negro to bring about the amazing results contained in the special copy of the MANUFACTURERS' RECORD which you have been kind enough to send me.

This prosperity has been brought about by the exertions of the Southern people alone, and if it is to continue in that section it must be done by the same agencies, unvexed by the interference of the Federal Government. It seems to me that this phase of the question is far more interesting than any other.

Very truly, &c.,

UNITED STATES SENATE,
WASHINGTON, D. C., Dec. 27, 1889.
Editor Manufacturers' Record:

Dear Sir—I am obliged for your kindness in sending me a copy of the MANUFACTURERS' RECORD of December 21. It, like other copies that have come under my notice, contains varied and most valuable information as to the wonderful industrial progress which is being made in the Southern States of the Union. If the MANUFACTURERS' RECORD could have a general circulation through those States it could not fail to do much good by stimulating

enterprise and by pointing out places and business for investments. It would advise our people of their unlimited sources of wealth and prosperity, and of how to utilize them.

Very respectfully,

William Darrah Kelley.

Within a week a venerable statesman, a Christian patriot, a public man of stainless character and broad liberality, has been called from service here to his eternal reward.

Judge William Darrah Kelley has long been conspicuous among the foremost men of the nation. An ardent partisan, he won the respect and affection of his political opponents by his fairness, his courtesy, his probity and his courage in maintaining his convictions.

Entering upon his Congressional career in the prime of life, at the most critical period of our country's history, he made a record during his first term that won for him a high standing in popular esteem, and a grateful constituency has for fourteen successive terms continued him as its representative.

In a graceful tribute to this eminent statesman the Boston advertiser said :

He was a man of one idea, and because that idea was a great one he has had a great career as its ardent promoter and its most masterly defender. It would be difficult to over-estimate the value of the public services of Congressman Kelley to the whole country. The number of those who do not readily admit the great good results arising from the policy of protection since 1860 is so small that we may fairly say that the whole country honors the legislative career of "Pig Iron" Kelley for its qualities of eminent usefulness and ability.

In no section of the United States, not even in his own district, was Judge Kelley held in higher regard than in the South. And justly so, for he was the first conspicuous and influential Northern statesman to investigate and to thoroughly understand the terrible trials of its people, to appreciate their courageous efforts to better their condition, and to advise and encourage them in their arduous work. Nor was this all. Having satisfied himself by personal observation that the South was the most promising field in the United States for the investment of capital and the employment of enterprise, he labored assiduously by speech and pen to impress his views on his fellow-countrymen. In 1867 he made an extended tour through the South. Twenty years later he went over the same ground and was rejoiced at the evidences he everywhere encountered that his predictions had been more than fulfilled. At that time he accepted an invitation from the editor of the MANUFACTURERS' RECORD to give the results of his observations to the public through its columns, and furnished a series of six letters, in which were portrayed most vividly the resources of the

South, the energy and industry of its people, and the progress they were making in all lines of development.

So great was the interest they aroused that their author was urged to compile and republish them in book form, which he consented to do. The dedication and preface to this valuable little volume portray the character and motives of their author. The first was as follows :

To his countrymen, to whose general intelligence, inventive genius, skill in applying science to the productive arts, energy, enterprise and capital the emancipated South offers inviting and profitable fields, this volume is respectfully dedicated by its author.

The preface said :

This volume is the result of an earnest desire on the part of its author to understand the industrial and social condition of the people of the Southern States. The better to gratify this desire he revisited in 1887 substantially the field he had traversed in 1867. A few days sufficed to convince him that to chronicle his observations with photographic fidelity and to report them with his conclusions therefrom to his countrymen at large, might prove to be a fitting close to the labors of a long life, which has been devoted chiefly to the investigation of social and politico-economic questions.

What the South owes to these cordial, disinterested, voluntary publications of Judge Kelley it is impossible to overestimate. They helped, as no other single agency could have done, to dissipate false impressions that had long prevailed, and to send thousands of intelligent men from other sections to examine that region for themselves in the clear vivid light that Judge Kelly had turned in upon it. Thus he not only aided the South's material advancement, but he helped to remove the delusions that kept up sectional agitation, and so prepared the way for that spirit of patriotic fraternity that has been diffused through all our borders.

Judge Kelley is dead, but "his works do follow him."

Utilizing Wave Power.

Two experiments in the utilization of wave power have recently been undertaken that should interest people along the coast of the entire South. One is in California, the other in New Jersey. The one in California proposes to utilize this force in the generation of electricity, while the New Jersey plan is to utilize the force of the waves to pump salt water up into the stagnant marshes along the coast and thus destroy their malarial influences.

By some such scheme as this many sections along the coast of the Southern States could be reclaimed and be made perfectly healthy resorts. This power, too, generated at small expense, could be utilized for other purposes. If electricity can be thus generated on the Pacific coast, it can on the Atlantic coast. The conservation of energy is a subject that needs careful study in the South, and the utilization of this wave force is only one phase of a great subject.

MANUFACTURERS' RECORD.

The Three Americas Exposition.

Last week the cities of St. Louis, Chicago, New York and Washington were represented by delegations of able and influential citizens, who presented the best arguments that could possibly be adduced in favor of each locality as the site of the international celebration of the four hundredth anniversary of the discovery of America by Christopher Columbus. The Washington daily papers gave full impartial reports of all the speeches, and equally fair synopses were sent over the wires by the press associations and by special correspondents; consequently Congress and the people at large have the subject submitted to them, and can weigh the arguments and reach a decision.

It is a foregone conclusion that there shall be a celebration in 1892. What it shall be? is the first question; Under whose auspices? the second, and Where? the third.

It seems to the MANUFACTURERS' RECORD that New York, Chicago and St. Louis have signally failed to grasp the one central idea that ought to control this celebration. Washington alone has done it, and its conception of the grand thought is due to the fact that its people represent not the city but the nation. In New York, Chicago, St. Louis, commercial, manufacturing and trade interests are dominant. It is the natural, the inevitable outcome of their conditions and circumstances. Their brightest minds, their broadest, most patriotic men are narrowed and hampered by their environments. Washington has no trade, no commerce. It is the one national city in which are felt the impulses of the popular thought of every State and Territory. It was the spontaneous popular impulse that, emanating from villages and hamlets, as well as from towns and cities all over our broad land, concentrated itself at Washington more than four years ago, and gave to the country the idea of a "Three Americas Exposition," and created a local board of promotion to nurse and foster it. The commercial, the advertising, the money-making idea of a World's Fair is a later conception. Seeing the popularity of the national movement (in giving practical form and expression to which the Washington Board of Promotion was simply and solely the national agency,) the three commercial cities that have entered into the competition each for itself determined "there's money in it and we'll get it if possible." In so doing they evinced the shrewd business sense that has made them great trade centers, but, as was unavoidable, they failed to understand that there was a national sentiment that rose far above every-day business calculations, and that it was much more anxious to bring together the nations of the Western Hemisphere to celebrate an event of equal interest to them all

than to engage in a world's bazaar enterprise, such as these three cities have planned.

The people wanted a national celebration of a national event at the national capital. They wished and expected it to be conducted by the government and to have the bills paid from the public treasury. Washington is already a great show. The Smithsonian, the National Museum, the Patent Office, the Fish Commission, the Washington Monument, the groups of statuary, even the White House, the Capitol and all the massive public buildings, are parts of the "greatest show on earth" in the minds of nine-tenths of the American people. It is unquestionably their wish that there should be a Three Americas Exposition in immediate proximity to all these interesting and notable evidences of the nation's power and wealth, and that the enterprise should be conducted with a dignity and grandeur befitting the event to be celebrated, and on a scale commensurate with the majesty of this great republic.

If therefore it shall be decided to have a World's Fair patterned after those heretofore held, the people would prefer one of the three competing cities; but if it is to be a celebration worthy of the occasion, in which all the nations of the Northern and Southern Hemispheres of America shall be the chief participants, then there is no other place than Washington for it. It is for the people to determine what form this celebration shall assume, who shall plan and perfect it, and where it shall be held. The three rivals ignore the fact, which is a matter of public record, that emphatic expressions of the public's wishes have been made in unmistakable terms; that the Board of Promotion was created by accredited representatives of nearly all the States and Territories; that more than three-fourths of the various commercial and trade organizations of the country have endorsed its plans and are pledged to assist in their execution, and that many municipal and State executives have given their unequivocal approval. The members of Congress, pressed beyond measure with a multitude of responsibilities and duties, may not have given much thought to the subject, and may not know the strength of public feeling concerning it. Now that the matter has been presented with due formality to Congress, it is time for constituencies to move. All who favor Washington and the plans of the Board of Promotion should at once prepare memorials, have them numerously signed and forward them with as little delay as possible to their Representatives. No long statement is necessary. A dozen words will cover the subject. A terse expression of the popular will, signed by many constituents, will enable every Congressman to reach a speedy determination as to how he will vote. Secretaries of com-

mercial, trade and industrial organizations, city clerks, managers of business enterprises in which many men are employed, are the ones to prepare these memorials, secure the signatures and forward them to their Senators and Representatives. As the plan of the Washington celebration is the outgrowth of spontaneous popular action, so should be the pressure upon Congress to have that plan adopted.

To the South especially it is of the highest importance that Washington should be the site; therefore its leaders in all lines of industrial development can well afford to spare sufficient time from their ordinary duties to have this desirable work well and speedily performed.

Reviving an Old Industry.

In old colonial days, and even after the Revolution, tobacco culture was a leading industry in a large part of South Carolina. The tobacco was packed in hogsheads, which were so arranged with shafts as to revolve like a wheel, and, with a mule hitched to each hogshead, they were hauled into Charleston. The increase in cotton raising finally drove out tobacco, and for many years South Carolina has not been known as a tobacco-producing State, though much of its soil is identical with that of North Carolina, which yields the finest grades of bright leaf. North Carolina has built up Durham, Henderson, Oxford and other towns on the manufacture of tobacco, the raising of which has yielded large profits to the growers.

Now South Carolina enters the field to revive this old industry, so long unknown that probably few remember its former importance. A farmer near Florence, S. C., has demonstrated by several years of practical work that the soil in that section is equal to the best in North Carolina for fine tobacco, and he has made unusually large profits in raising tobacco. This has stimulated the progressive people of that progressive town to build a tobacco warehouse and factory, and encouraged the farmers to go more largely into the business. There is no reason why this should not be done to the great advantage of the whole State. The soil and climate are all that could be desired, and the dangers from frost are probably less even than in North Carolina. Florence has done wisely in taking the lead, and it will doubtless reap a rich harvest from its enterprise.

THE growth of Middlesborough, Ky., may be judged from the fact that four banks are now in operation there, and the fifth, with a capital stock of \$1,000,000, has just been organized. Considering the fact that Middlesborough is about five or six months old, this is a rate of growth that must make some of the most rapid growing Western towns enviable. Middlesborough, as we have said, is the marvel of the age in town building.

Increased Value of Southern Securities.

The steady rise in the price of Southern securities is one of the very satisfactory signs of the times. Land company stocks, railroad and manufacturing stocks, are all steadily appreciating in value, as the certainty of future profitable operations for all well-managed concerns becomes more generally understood. The Age-Herald, of Birmingham, published a few days ago a long list of stocks, comparing the ruling prices in January, 1889 and 1890, which shows a very decided advance all along the line. These quotations were as follows:

	1889	1890	Inc.
Alabama National Bank.....	102	110	8
American National Bank.....	92%	102%	10
Berney National Bank.....	130	125	-5
Birmingham National Bank.....	83	86	3
First National Bank.....	169	177	8
Jefferson County Savings Bank.....	116%	141	24%
H'ham Trust & Savings Bank.....	93	105	12
People's Savings Bank.....	95	105	10
Birmingham Union Railway Co.	7	19	12
Bessemer Land Co.	24	26%	2%
Birmingham Water Works.....	55	71	16
Birmingham Soap Works.....	15	30	15
East Birmingham L. & R. R. Co.	10%	15	5%
Ensley Land Co.	10%	13%	3%
Enterprise Manufacturing Co.	38	50	12
Gadsden Land Co.	3%	4%	1
Gate City Land Co.	20	21	1
Jefferson B. & I. Co.	55	65	10
Smithfield Land Co.	1	2%	1%
Thompson Brick Co.	78	100	22
BONDS.			
Birmingham Union Railway Co.	75	99	15
Elyton Land Co.	91	96	5
Sloss I. & S. Co., 1st mortgage....	89%	90	6%
Sloss I. & S. Co., 2d mortgage....	55	60	9%

The Age-Herald says that "there is but one stock now listed on the exchange which is selling lower than it was last year," and there are particular reasons for that. What is true of these Birmingham stocks is true of other good Southern securities. The tendency is steadily upwards, and we believe that better opportunities for making money were never offered than can now be had in the judicious purchase for actual investment of good Southern stocks. It needs but a careful investigation of many of the stocks of many land companies and other enterprises to show that they are probably lower to-day than they will ever be again. The upward turn of affairs is steadily enhancing their intrinsic value, and stocks like those of the Brunswick Co., now quoted at about 34, though its assets are far greater than the par value of its stock; the Florence Land, Mining & Manufacturing Co., quoted at 24 to 25, though the present value of its property would make its stock worth nearly 100, while every day adds to its value through the rapid growth of Florence; the Gadsden Land Co.'s stock quoted at the absurdly low price of 4 to 5, while its property at present values even justifies five times or more higher figures, and dozens of others that could be given as equally good illustrations, will all soon follow the inevitable laws of trade and advance in price. People talk about speculating in Southern town lots and securities—it is not speculating where the purchases are carefully made, but a judicious investment as safe as anything outside of government bonds. Because land doubles and quadruples in value in a few months or a year, some people call it fictitious and speculative,

utterly ignoring the fact that where a country village of a dozen people stood last year, a town with 5,000 to 10,000 inhabitants may be this year. In Kentucky, for instance, some mossback papers recently attempted to ridicule the price of lots in Middlesborough because they said "six months ago the place was an open field, and now town lots are selling by the front foot for more than the property was then worth by the acre." These critics ignore the fact that a revolution had taken place in six months; that where there was an open field last summer there is now a center of almost unprecedented activity, with 4,000 people on the ground, \$17,000,000 already invested or pledged for investment, and enough industries contracted for to employ 10,000 to 12,000 laborers when in operation. The South moves forward with giant strides, and rapid enhancement in the values of its stocks and real estate is inevitable. Fortunes are being made and will be made this year by those who read the signs of the times and make judicious investments in the South. A hundred Southern stocks will double in price inside of twelve months. Mark this prediction!

THE recent editorial of the MANUFACTURERS' RECORD urging Southern papers to give more attention to the good features of business and life, and less to all the crimes, real and imaginary, that can be raked up for sensationalism, has been warmly approved everywhere. Mr. P. M. Wilson, commissioner of immigration of North Carolina, in a letter to the MANUFACTURERS' RECORD says:

You deserve the thanks of every man who despises the bird that besouls its own nest. The lot of sensational rot under the head of violations of law of some kind that is telegraphed over the wires and sent through the mails is appalling. Decent newspapers pay for it, or it would not go in such quantity.

These scandal scavengers and coroners' strikers literally gut the country papers, and by fly-blowing half truths send forth a volume of falsehoods that is not understood. If there was truth in them it would be worth a man's life to visit this part of the world, or any part as for that. Fictitious localities are given, feigned names—devices that distort ingenuity to supply the space paid for. Will not your timely warning save us from further endurance? It is, of course, idle to appeal to the writers. The man who will understandingly write such horrors is too pinched by want or too careless of his acts to be reached. But will not the newspapers stop the flow of such putrid stuff, and save their space for better things? It's a shortsighted policy that will for a "flare of types" make a public believe that a community is given over to violence as a pastime. In the face of the double murders, slaughter of negroes, suicides, terrible suffering from starvation, mobs, ku-klux, how does it happen that the low courts are empty? The census shows an almost abnormal increase in population and wealth. Surely there is need for good memory for these wretched "silhouette artists" of the morals of the day.

If you wish to keep posted on the progress of the South, read the MANUFACTURERS' RECORD. Price \$4.00 a year.

American Ships and Sailors.

The Fourth National Union Convention of the American Shipping and Industrial League will be held at Willard Hall, Washington, D. C., February 5th, 6th and 7th next ensuing. All boards of trade, chambers of commerce, corporations, organizations and industrial interests, whether agricultural, manufacturing or commercial, sympathizing with this important national economic object, are cordially invited to send representatives to co-operate in this work of reconstructing American ship-building and recreating American commerce on the high seas. The need for this is palpable. The United States flag floats over 61,000 tons less of American shipping in the foreign carrying trade than it did seventy-nine years ago, and over 1,500,000 less tonnage than in 1861. While these are indisputable facts, yet during the last thirty years the population of the United States has increased fifty per cent., its wealth is greater by several hundred per cent., and its commerce with foreign nations has multiplied in proportion to its gains in population and wealth. Meanwhile, since 1861, foreign ships have come to do more and more of our international carrying trade, until our flag covers much less tonnage than in 1810. This is undoubtedly a boon that foreign ship owners highly appreciate, for it means to them receipts of American cash amounting annually to the handsome sum of \$150,000,000, a pretty good price for Uncle Sam to pay for work that ought to be done by his own citizens. But this large annual donation to foreigners is the least of Uncle Sam's losses because of the decadence of the American merchant marine?

In an admirable essay on this subject written by Major Chas. S. Hill, secretary of the league, published in the Boston Daily Advertiser, there are sundry statistics of a startling character, every one of which can be completely verified. From these we quote as follows:

The building of American ships gives employment to all varieties of trade, to all classes of our people.

The building and equipment of one ship of 2,500 tons employs 600 men of over 300 trades, paying an average of \$500 per year to each man.

The building of ten ships employs 6,000 men, distributing a gross sum of \$3,000,000 to every trade from the miner to the engineer.

Nor is this all. When the ship is ready for sea it becomes a customer for farm produce and grocers' supplies. An international passenger steamer of 2,500 tons burden pays annual salaries and wages amounting to \$34,740. Before one of the large British passenger steamers starts for New York, its steward lays in provisions for the round trip, including in the larger items 12,500 pounds of fresh beef, 760 pounds of corned beef, 5,320 pounds of mutton, 850 pounds of veal, 350 pounds of pork, 2,000 pounds fresh fish, 100 ducks,

50 geese, 80 turkeys, 15 tons of Irish potatoes, 30 hampers of assorted vegetables, 220 quarts of ice cream, 1,000 quarts of milk and 11,500 eggs. The total annually expended for supplies by foreign ships engaged in carrying passengers between this country and Europe amounts to an aggregate of more than \$200,000,000, a great part of which would go to the farmers of this country were the situation reversed.

The annual outlay of American tourists visiting Europe, all of whom pay for transportation in ships owned abroad, amounts to \$339,500,000, of which not less than \$150,000,000 is ocean passage money.

Were this business done solely by American lines, the total retained cash for supplies purchased here and for passenger fares would be \$350,000,000.

Will it not pay the United States handsomely to revive the American merchant marine?

The American Shipping and Industrial League is the author of a tonnage bill that Congress will be asked to approve. The chief features of this bill are the payment of 30 cents per ton per mile to every American ship that shall engage in foreign trade, said ships to be owned by citizens of the United States and to be officered and manned by a stated percentage of American citizens. It is estimated that if this bill should become a law, it would, in the first year of its operation, draw from the national treasury not exceeding \$5,000,000 in bounties. The passage of such an act, to be continued in force for twenty years, but the rate of bounty to be reduced at regular intervals after the first ten years, it is believed, will stimulate the construction of steamers and sailing ships at all available points along our extensive ocean, gulf and lake coasts, and provide us with a merchant marine equal to any and second to none.

There is a reasonable hope that this measure will be adopted, for its advocates in and out of Congress represent all shades of political thought, and they have the strong support of the chambers of commerce, the boards of trade, the national industrial and agricultural organizations, and of the majority of the mechanic and trade associations of the country.

This movement of the allied industrial interests of the entire country in favor of the rehabilitation of the American merchant marine is one of the most hopeful signs of the times, because it shows that an American public sentiment can be aroused that will rise above local and partisan narrowness, and unite upon the broad patriotic plane of establishing and maintaining American supremacy upon the high seas, in order that all our commerce may be done under the American flag, in ships built of American materials by American mechanics and artisans, and manned by American seamen.

But the crowning feature of the whole, as seen by the MANUFACTURERS' RECORD, is that this grand patriotic and economic movement was commenced by Southern men, in the city of New Orleans, and that its culminating success will be largely due to their persistent and energetic advocacy.

A Hemp Fibre Revival.

Among the fibres used largely in colonial days hemp took the lead. Even as late as 1830 there were many fine fields in central New York which furnished stock for the local spinning mills. But soon afterwards, owing to various causes, the cultivation of this plant was found by Northern farmers to be unprofitable and they gave it the go-by. Since then Kentucky has been the principal producer of this fibre, the annual crop averaging about 12,000 tons.

We have before us a pamphlet copy of an address on American Hemp Culture by that bright practical thinker, Mr. E. A. Hartshorne, of Troy, N. Y., which is the first notice we have seen that a systematic attempt to revive hemp culture on American farms has been made. This address was made before the Farmers' Institute of the New York Agricultural Society last November. In it we find that last year contracts were entered into between the Cable Flax Mills, of Schaghticoke, N. Y., and twenty farmers, by which the former agreed to pay \$12 per ton of 2,000 pounds for all the stalks delivered at their mill in good condition. The result was that 44½ bushels of seed were sown on as many acres; that the five best crops, after deducting the cost of seed at \$3 per bushel, netted the farmers \$49.71 per acre, while the total average of the twenty (including two that were "drowned out") was \$18.22 per acre.

Several statements of this address will be of value to Southern farmers. The first is that hemp is a natural weed killer. One of the New York farmers said that his was sown in a field from which he had tried in vain to destroy the thistles. When his hemp crop was removed not a thistle could be found. This corroborates what Henry Clay, of Kentucky, wrote years ago, saying: "It eradicates all weeds, and when it is taken off, leaves the field not only clean but smooth and even."

Another point favorable to hemp growing is that no work is required between seed sowing and harvesting. Finally, it does not exhaust the soil like most plants, but can be raised for many years on the same land. Hemp fibre is rapidly superseding flax for all the coarser yarns, twines, cordage and cloth. One mill in New York makes fifty varieties of hemp cloth for stylish summer suiting, "which for durability, comfort, cheapness and cleanliness," says Mr. Hartshorne, "are unexcelled." Our friends investigating fibre-producing plants, who may wish to know more about this "weed-killer" can probably obtain such information by applying to Mr. Hartshorne.

MANUFACTURERS' RECORD.

General Prosperity Dependent upon Diversified Employment.

The MANUFACTURERS' RECORD has so persistently labored to show that the prosperity of the South depends upon diversification of employment that it seems hardly necessary to refer to the subject again. But this point is brought out by the Raleigh News and Observer in such a way that it may be worth while to emphasize it once more. Discussing the poverty of North Carolina as compared with Massachusetts, the News and Observer says:

In Massachusetts, which has about the same population as North Carolina, we find that there are 23,431 manufacturing establishments, whose total productions are worth \$675,000,000 a year. We have not all the figures for the entire manufacturing force of Massachusetts, but we have the figures for 1,140 establishment, which make about one-half the above products. These employ 172,796 hands, among them many women and children, who earn an average of \$402 a year. We may safely say, then, that the labor of 350,000 workers of Massachusetts is paid \$140,000,000—that is equal to what 1,200,000 hands in North Carolina would earn during the year; whereas with the same population as Massachusetts we probably have not 200,000 wage-earners, and they do not receive exceeding \$25,000,000.

In Massachusetts the women and children work to a considerable extent; here they do not. The wage-earners, who in every community are the great bulk of the people, get five or six times as much money as we do; hence while we have hard times they do not lay up large sums in their savings banks. We wish to make this idea very prominent.

These facts the MANUFACTURERS' RECORD has time and again sought to impress upon the whole South. So long as any country depends upon agriculture alone, general prosperity is impossible. There must be a diversity of employment for all classes—men, women and boys—otherwise the price of labor is reduced to a point that scarcely affords a bare living to those who are employed, while one-half or more of the community must live in idleness. North Carolina, for instance, infinitely richer in natural resources than Massachusetts; in fact, richer in resources than all the New England States combined, is, compared with Northern States, extremely poor. Its magnificent timber resources are only slightly developed; its iron ores, rich and abundant enough to support a dozen great iron and steel manufacturing centers; its other mineral interests, including almost everything from the wide range of iron to diamonds, as yet yield but small returns and furnish but limited employment.

Properly developed, North Carolina's resources could furnish profitable employment to Pennsylvania's vast army of industrial workers. And before North Carolina enjoys that prosperity to which she is entitled by virtue of her vast, almost limitless, natural advantages, there must be such a development of manufactures and mining as to furnish employment to every man and woman, boy and

girl in the State that needs to work. Then farmers will find a home market for all the diversified products of their farms, their truck patches and their dairies. Then from one end of the old North State to the other—from the sea coast, with its great fish and oyster supplies, to its vast mountain ranges, rich in minerals and timber—wealth will increase and the people will find profitable employment. The first important step tending to the beginning of development of the State's great iron resources has been taken in the organization of a \$1,000,000 stock company to build furnaces and steel works at Greensboro. The railroads and the business men who are backing this enterprise have commenced a work of incalculable value to the whole State. Every dollar invested in it will yield a rich harvest to the State, for this enterprise will open the way for others, and ere long we shall see industrial towns dotting North Carolina as they to-day do Alabama and Tennessee and Virginia. The railroads will find their freights doubling and quadrupling, land owners will find ready buyers at good prices for their properties that are now unsalable, and the tens of thousands of people who are forced to remain in idleness because there is no work to do will find steady and profitable employment.

These are the reasons why the MANUFACTURERS' RECORD hails with pleasure the establishment of new enterprises such as this at Greensboro, especially when in States that until lately had not turned their attention to the utilization of their great resources. When the projectors of this enterprise shall have carried it through to successful operation they will have done a greater work for the good of the State than if they had devoted this \$1,000,000 to the endowment of some charitable or educational institute.

THE Baltimore Journal of Commerce has issued its fortieth annual trade review for 1889, treating the interests of the business of this port with its usual completeness. Its contents embrace articles on commercial and marine affairs, a reliable and extended review of the general markets, an exhaustive epitome of shipping news and valuable statistics relating to the grain trade. This issue is a credit to the publishers and to the city of Baltimore.

THE editor of a Southern paper in a personal letter to the MANUFACTURERS' RECORD says:

Allow me to congratulate you on your Bankers' Edition of the MANUFACTURERS' RECORD. The statistics therein, and the matter of fact, business-like way in which they are presented, are worth a round million dollars to the South. Never before, nor do we ever expect again, to see such a compilation of the resources, industries and advantages of this section. Built up from nothing, you might say, it was a showing to be proud of.

The Demand for Iron.

The demand for steel has increased so enormously of late that the increasing demands for iron, which we have been accustomed to for some years, have been forgotten. Yet the old uses for iron have become so enlarged, and new uses for it so numerous, that it is still in high favor and destined to continue so in spite of the sudden rise to power of steel. Had not the marvelous resources of the South been developed when they were, the world's supply of iron would not have been nearly sufficient for the demand. Nothing more forcibly illustrates this than the fact that a year or two ago Great Britain was shipping immense quantities of iron to this country, while only last week an order was received in this country from England for 50,000 tons of iron, to be delivered at the seaboard and paid for as received, and yet the order had to be declined.

Even with practically all the furnace capacity of the country in full blast, the demand for iron is so great that nearly thirty new furnaces are now building, most of them in the South, and a third as many more are either contracted for or under consideration. In a recent number the MANUFACTURERS' RECORD described the introduction of iron houses in England. This, in itself, is only one of the many new uses for iron, yet it is one that will probably consume no inconsiderable proportion of the South's product in a few years to come. They will soon be in demand not only in this country, but probably especially for exportation to South America, Africa, India, China, Japan and elsewhere. With the expansion of the present uses for iron, and the many new uses for it, such as iron buildings, which will consume large amounts of metal, the Southern iron interests need not have anything but a most hopeful future for their industry.

COMMENTING upon the appointment of Mr. Porter Gaines to the position of superintendent of the Cowan furnace, the Nashville American says:

Mr. Gaines graduated only two years ago from the Massachusetts Institute of Technology at Boston, and upon his return home took a subordinate position with the Tennessee Coal, Iron & Railway Co. and by his thorough knowledge of the work and faithful application to its interests has been rewarded by the company with the well-deserved promotion. It shows that the young men are fitting themselves to take advantage of the splendid openings occasioned by the development of the mining and manufacturing interests of the South, and also that the managers of these great interests will advance those of their employees who deserve it.

The opportunities which are now afforded to the young men of the South are the best ever known in this country. Men of brains and energy, and especially men of technical training, are in demand, and new openings for such are constantly increasing.

Timber Culture at Asheville, North Carolina.

Mr. George Vanderbilt is reported to have contracted to have a thousand acres of his land at Asheville, N. C., planted in coniferous trees, mostly white pines, three hundred acres of which, at the rate of twelve hundred trees to the acre, are to be done in two years. This is the most extensive attempt at timber culture that has been undertaken in the South, and it must ultimately result in great good in many ways. It will draw attention to timber culture and to the more careful preservation of forests, and at the same time add to the beauty of the scenery and the health-giving qualities of the atmosphere at Asheville. By systematically laying out a forest in this manner, Mr. Vanderbilt will ultimately possess one of the most charming, healthful and famous resorts of the continent. So far, every important step that he has taken has benefited not only his own immediate purchase, but the town of Asheville, the State of North Carolina and the entire South.

Free Passes and Suits for Damages.

An important decision has just been made by the Supreme Court of Massachusetts, which will be of general interest to railroads and the traveling public in the South, and of especial interest to the Knoxville, Cumberland Gap & Louisville Road, which has so many suits for damages on its hands. In the case that gave rise to the decision the plaintiff was riding on a pass when an accident occurred. One of the conditions of the pass was that the holder released the company from liability in case of accident. The court holds:

We are of opinion that when one accepts as a gratuity a free pass upon a railroad train upon the agreement that he will assume all risk of accident which may happen to him while traveling on such train by which he may be injured in his person, no rule of public policy requires us to declare such contract invalid and without binding force.

THE Courier-Journal has the following bit of gossip about how one Northern man has made money by judicious investments in the South: "Mr. F. A. Hull, of Danbury, Conn., president of the Board of Trade of that down-east city, is in Louisville—a living example of good fortune that has followed the development of Southeastern Kentucky. A few years ago Mr. Hull and another purchased a tract of land near Cumberland Gap for \$4,000. Some time afterward they were glad to sell half of it for \$3,000, considering that they were making a good trade by getting three-fourths of the whole cost for one-half of the property. Two weeks ago they sold the remaining half, about 5,000 acres, for the neat sum of \$200,000. The building of railroads in Southeastern Kentucky has made fortunes for many persons. It is said that about \$40,000 worth of property has changed hands at Pineville in the last two weeks, and the real estate transfers at Big Stone Gap will amount to about \$1,000,000 for the year 1889. At Middlesborough the pace still continues rapid, and with the opening of the new year increased activity is expected everywhere."

Bessemer—In "Dixie Land."

Thrift means private economy. The South of the 1776-1860 union, was purely an agricultural region, and as such was an eminent success. Thrift did it! Even in its colonial times it introduced into the primeval fields of Carolina the Indigo plant, and before the middle of the 18th century Carolina indigo commanded the markets of London, Havre and Antwerp.

Southern planters took the native tobacco plant and developed it to a commanding position in all foreign markets, in the same century, yes! in those primeval days when the available transportation to market was to pack the weed on an oak or hickory pole through the center of a hogshead, hitch on the trace chains and roll it along primitive roads by horse or mule power to a distant port.

With a bushel of seed rice, brought to Charleston by a vessel in distress from an island in the Eastern Hemisphere was developed in a century of time, the perfected and abundant rice crops of North Carolina, South Carolina, Georgia and later on Louisiana—thrift did it! for productive industry is the only capital that ever enriched a people and spreads prosperity and well being.

It is so often charged that Southern men are indolent and unsuccessful in business life, that we think it a good time to show by the two centuries of their life and achievements, that on their lines of opportunity and labor, they have accomplished large results. We have shown what they did in the first period of their history; now let us see what they accomplished later on. In the 1810-60 period; take the single plant, cotton; in a short half century the empire of king cotton was founded in the vast region between the James river and the Rio Grande; this once neglected plant, which Columbus saw in the regions he first visited, and which the Red men knew enough of to spin and weave into coarse yarn and rude cloth, was developed in fifty years to dominate the markets of the world in quality and quantity—thrift did this. The men of the South year by year expanded cotton culture until this rainbow of promise spanned a vast empire with its great harvest of "summer snow." We could write at length on this congenial subject of Dixie's thrift and Dixie's achievements in other fields, but we must hurry on with only an illustration here and there.

In the 1860-65 period a devastating war swept the South, and crushed out vast material interests, two centuries of wealth estimated at \$5,000,000,000; tens of thousands of men of the South in the bivouac of the dead—it's young hope and fair renown.

"At every board a vacant chair."

Two centuries of social structure uprooted. A quarter of a century later and what do we find? The cotton crop up to 7,000,000 bales, equal to nearly 10,000,000 ante-bellum bales in weight. In 1866-67, the cotton crop was only 2,077,254 bales—thrift did it!

The tobacco crop has been expanded enormously; these agricultural results going to prove this pregnant fact that "there is agricultural life in this Southland yet," and that, too, with free labor Dixie produces about three-fourths of the world's annual cotton crop.

And while Dixieland has achieved marvelous things in agricultural works, not only in rice, indigo, cotton and tobacco, but in many other fields she has come to the front in later years with immense power in industrial lines.

The \$8,000,000,000 drawn to the South since 1865 to pay for raw cotton has furnished the means primarily to the wonderful end of such industrial triumphs as are simply marvellous at this time. For instance, scattered over the wide area of the

South as late as 1880 were only 667,854 cotton spindles. In 1889 these had grown to 2,035,268 spindles, and the future ratio of increase promises at this writing multiplying and astounding figures in the next ten years.

The growth in the production of iron in the South during the last few years has been really wonderful. Only a few years ago the suggestion of Southern iron making was ridiculed at the old iron sources, and the idea that the South would become a serious competitor with Pennsylvania in the iron trade of the country was regarded as absurd. As early as 1880 the South made 397,301 tons of pig iron that year, but in 1888 it had grown to 1,132,838 tons, and is estimated to reach 2,000,000 tons in 1890. Who can foretell the total figures of pig iron production in 1900? Surely the South is rising up in new industrial lines. Furthermore, the rapid increase in coal mining South is simply astounding. This future wealth to Dixie is beyond computation. Great Britain has been the source of a vast coal supply. Its coal area covers 11,900 square miles. In only six Southern

Now, a word about Bessemer—and we don't say it because we would have it so, for there is so large and promising a field for the widest development here that there is plenty of room for New England and Western funds for investment, and if the people north of the Ohio and east of the Hudson don't see the opportunity here we are very sorry, but can't help it. We are not giving property away on Valley creek, however, for we expect "to get that" all the same.

The undisputed fact, however, remains, that the men and the money of the South founded Bessemer, and have been instrumental in planting here \$10,000,000 of mining, furnace, coking and many lesser industrial enterprises; this all achieved in less than three years. As a sample of what Dixie can do in city building we ask the doubting Thomases to take a look at Bessemer, with its thousand or twelve hundred residences, stores, churches, schoolhouses; its financial status, city 6 per cent. bonds at 103½. Its net worth of half a dozen trunk line railroads, its prospective output of 250,000 tons of pig iron in 1890,

wonderful Southland, with crops of wealth from on the surface, and from under the surface, counting double all the years, and each year, will swell the figures of so great a prosperity as well astound the country and the civilized world.—The Bessemer (Ala.) Weekly.

The Edwards Self-Feeding Ripping Saw.

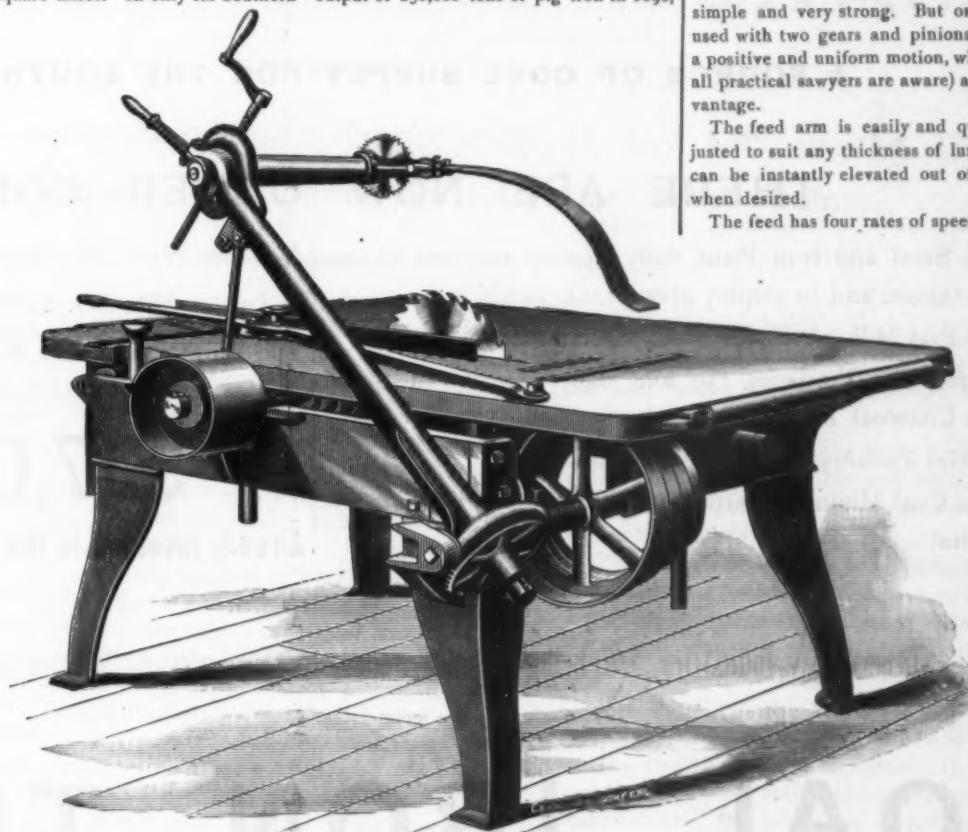
The accompanying illustration represents the Edwards self-feeding ripping saw manufactured by the Corey Car & Manufacturing Co., car and machine builders, Chicago, Ill., especially desirable for car works, planing mills, sash and door or furniture factories.

Experiments in perfecting this self-feeding device have been continuous for over two years, during which time a number of good self-feeding devices have been thrown in the scrap heap in making such improvements as should overcome the objections found in some machines now on the market.

This self-feeding device is exceedingly simple and very strong. But one belt is used with two gears and pinions, insuring a positive and uniform motion, which is (as all practical sawyers are aware) a great advantage.

The feed arm is easily and quickly adjusted to suit any thickness of lumber, and can be instantly elevated out of the way when desired.

The feed has four rates of speed and can



THE EDWARDS SELF-FEEDING RIPPING SAW.

States there are 83,780 square miles in positions to be easily mined.

In 1880 the South mined 7,049,471 tons; in 1888 18,001,270 tons; by the end of 1890 the South will, it is carefully estimated, mine 25,000,000!

In making up in detail all this aggregate of progress from poverty to prosperity, it is a great satisfaction to know that this steady advance of the agricultural and industrial South has been achieved by the men of the South in very large proportion, in fact almost entirely. And in further illustration take the more recent new movement of town building. Here is a New England city, there an English one, and in some other instances special industrial

as against 397,301 tons for the whole South ten years ago.

Whence came all this motive power and wonderful results? We answer from the cities of Dixie. Birmingham, Charleston, New Orleans, Montgomery, Natchez, Mobile, Nashville, Selma, Memphis and other cities of Southern population and wealth; they have made Bessemer so far, and so much has been already done, there is now in the air the far off echoes of this marvellous work in city building, and as the future is now plain sailing, Northern and Eastern men and money are prospecting this way.

Bessemer stands on the threshold of the closing decade of the XIX century with all good omens inviting her onward. Her difficulties are overcome, her future lines are in pleasant places. She will share the assured prosperity of the South, the New South, as of old, keeping time to the music of the union; and as in 1870 the poorest—so in 1900 she will not only have regained her old advanced position, but will have stridden far beyond it; and in that coming grand and imposing review of agricultural and industrial achievement at the close of the century, the material triumphs of this

be thrown in or out while the saw is running.

The saw table is made entirely from iron, being of such length and design as to insure solidity; has six anti-friction rollers so placed as to accommodate large or small saws; and will carry a saw up to 32 inches in diameter, and rip lumber 18 inches in width and 12 inches in thickness.

All the driving parts, pulleys and belts are so placed as to be entirely protected from saw-dust and clear from the floor.

The table is raised and lowered parallel with the frame by crank and worm gear. This is a simple and easy adjustment, giving a movement of ten inches.

The frame is cast in one solid piece, insuring utmost rigidity and accurate alignment of bearings.

The bearings are unusually long, the outside driving bearings extending into pulley space, being 11½ inches in length, provided with self-lubricating oil boxes.

The saw arbor is made of steel 1½ inches in diameter, and provided with a set of collars, so varying in thickness that two or more saws may be used at the same time if desired.

The saw arbor pulley is 8x8 inches, and should make 1800 revolutions per minute,

MIDDLESBOROUGH,

KENTUCKY.

"The Wonder of the Age in Town Building."

The Future Iron and Steel Center of America.

THE PASSAGEWAY FOR RAILROADS BETWEEN THE WEST AND THE EAST.

A SOURCE OF COKE SUPPLY FOR THE SOUTH AND WEST.

THERE ARE NOW UNDER CONTRACT:

- | | |
|---|---|
| A Basic Steel and Iron Plant, daily capacity 300 tons, to cost \$1,000,000 and to employ about 1,000 hands. | A Dozen Wood-Working Enterprises. |
| An Iron Rod Mill; A Sheet Mill; A Nail Mill. | A Twelve-Mile Belt Railroad. |
| Two Coke Iron Furnaces, 150 tons daily capacity each, and one Charcoal Furnace. | Tile Works, Fire and Building Brick Works, and a dozen or more other enterprises. |
| A \$500,000 Tannery—the largest in the world | |
| Fourteen Coal Mining Enterprises, to employ about \$2,000,000 capital. | |

\$17,000,000

Already Invested in the Development of Middlesborough.

Other New Industries are Being rapidly added to those already in operation and contracted for.

COAL, IRON, TIMBER
AND OTHER RAW MATERIALS.

DELIGHTFUL AND HEALTHFUL MOUNTAIN CLIMATE,

WHERE MALARIA AND THROAT AND LUNG TROUBLES ARE UNKNOWN.

Elevation from 1,300 to 2,400 feet above the Sea Level.

SURROUNDED BY VALLEYS OF RICH AND PRODUCTIVE FARM LANDS.

SEND FOR CIRCULARS, PROSPECTUS, MAPS, ETC., TO

MIDDLESBOROUGH TOWN COMPANY,
MIDDLESBOROUGH, KY.

DENISON, TEXAS.

The "Yankee" City of the Southwest,

— AND —

* GATEWAY *

— TO THE —

GREAT STATE OF TEXAS.

The City of Denison presents the Finest Opportunity of any City in the Southwest for the Investment of Capital in Large or Small Sums.

DEНИSON is situated in Northeastern Texas near inexhaustible beds of coal and iron, surrounded by the finest fruit lands in the world, and adjoining the INDIAN TERRITORY, which, in the nature of things, must in a few years be opened to settlement.

The growth of Dennison has been a natural one, the city having reached its present size—16,800 population—in sixteen years.

The city is regularly and beautifully laid out. Railroads run from it in four different directions. The Missouri, Kansas & Texas alone does an enormous business, having 54 miles of switch track in Denison, employing 500 skilled workmen and disbursing \$150,000 a month in wages.

The first public school in the State was established here, and the city's elegant two and three story brick school buildings, surrounded by attractive grounds, are well arranged for the use of the white and colored children. Its schools are in session ten months in each year.

We have sixteen church societies, seven of which are colored.

The city is well supplied with pure water from its numerous private wells—dug in the ground—and its first-class system of water works, giving the citizens ample protection against serious loss by fire, and enabling the insurance companies to rate the city first class as to fire hazard. Rate of taxation low.

The city has four miles of street railway, with six miles now building to be operated by steam motor; has two electric light companies and a telephone plant. It has an influential New England colony, and counts among its citizens people from every State in the Union.

A large hotel, to cost \$125,000, is to be erected here this year, and a large steel plant with \$2,000,000 of capital is contemplated.

30,000 bales of cotton were shipped from Denison in 1888. 200,000 baskets of strawberries and several carloads of peaches and other fruits have been shipped to market this season.

The Denison Canning Co., capitalized at \$100,000, has just been organized, and ground has been broken for a large fruit and vegetable canning factory.

A cotton mill company is being formed with a capital of \$500,000. Denison citizens have subscribed \$150,000 to this enterprise; Eastern capitalists will add \$350,000.

The climate of Denison is magnificent, situated nearly 800 feet above sea level. In summer it is warm, but far cooler than many cities farther North, and from 6 P. M. until after sunrise it is always cool. The city is very healthy.

The capacity of the ice factory is being increased from a daily output of 15 tons to 30.

The Denison Land & Investment Co. is prepared to give every reasonable encouragement to manufacturers, and solicit correspondence from such manufacturers as contemplate coming into the Southwest to locate.

Address all communications to

THE DENISON LAND & INVESTMENT COMPANY,

DENISON, TEXAS.

Paid-Up Capital, - - - - - \$1,200,000.

OFFICERS:

W. P. RICE, President.

MILTON H. FRENCH, Vice-President and General Manager.

ARTHUR L. BERRY, Secretary and Treasurer.

DIRECTORS:

W. P. RICE,
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A. R. COLLINS,

Kansas City, Mo.
Kansas City, Mo.
Denison, Tex.

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PAUL LANG,
M. V. B. CHASE,

Burlington, Vermont.
Oxford, N. H.
Augusta, Maine.

MILTON H. FRENCH, Thomaston, Maine.
A. H. COFFIN, Denison, Texas.
JOS. B. LINCOLN, Boston, Mass.

The NORTH CAROLINA STEEL AND IRON COMPANY, WORKS--GREENSBORO, N. C.

Iron Mines---Chatham, Moore and Madison Counties, N. C.

This company starts out with the most flattering prospects of any company in the South. It has been organized for the manufacture of Bessemer Pig Iron and Steel. It owns large bodies of high-grade Bessemer, Mill and Foundry Iron Ores, and has enough **Ore in sight to supply 1,000 tons a day for fifty years.**

Coke will be brought from Eastern Kentucky by the Western North Carolina Railroad, or from Virginia by the Norfolk & Western and the Cape Fear & Yadkin Valley, which two roads will within a year connect at Mt. Airy.

The company has secured the famous "Ore Hill" and other iron ore lands amounting to some 2,000 acres in Chatham and Moore counties, N. C., on the line of the Cape Fear & Yadkin Valley Railroad, 40 miles from Greensboro; other magnetic iron ore lands in Western North Carolina, ample limestone 35 miles from Greensboro, on line of Cape Fear & Yadkin Valley Railroad, besides other franchises and about 2,000 acres of land in and around the City of Greensboro, which is to be laid off in Streets, Building Lots, Manufacturing Sites and Parks.

The company will at once proceed to erect at Greensboro a 150-ton daily capacity iron furnace plant for the manufacture of Bessemer pig iron, to be followed by others, with a steel plant and rolling mills for making steel rails; these plants to be at Greensboro. The company will foster and encourage all kinds of industries, and will make Greensboro a large manufacturing city, because, situated as it is, with its railroad connections, making it accessible to large bodies of the best kind of Bessemer ores, lime-

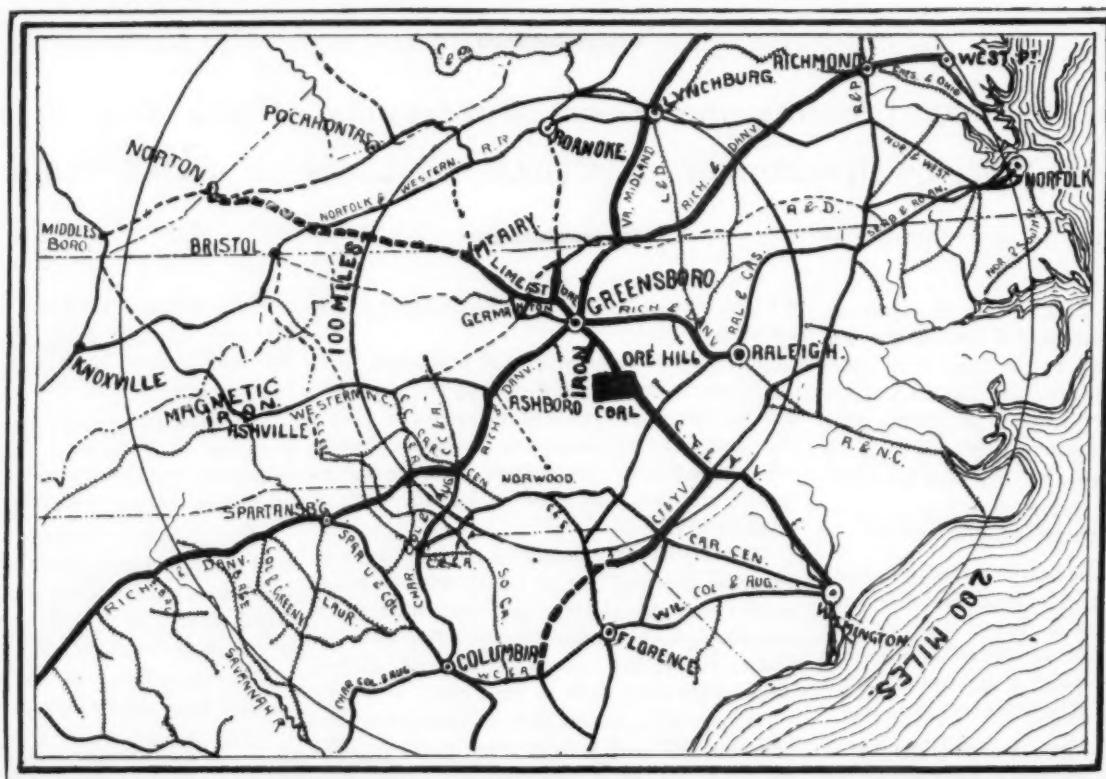
stone and coke, it is estimated that Bessemer pig can be made here at \$8 per ton. Iron has been made from these "Ore Hill" ores ever since before the Revolutionary war. Over 25,000 tons of charcoal pig have been made from these ores.

The Confederate government appropriated several millions of dollars towards making these iron ores available for war purposes, and the work on them was only stopped by the close of the war. The ores consist of brown hematites that average 56 per cent., red hematites that average over 60 per cent., and magnetites that average about 60 per cent., all of which are practically free from phosphorus and are low in silica, besides the famous black band ores.

The average run of pig made at the "Ore Hill" furnace in April, 1865, was 63 per cent., which shows what the ores will do.

These properties have been favorably reported on by such men as Prof. Emmons, Commodore Wilkes, Prof. Genth, Prof. Shaffer, Prof. Kerr, Prof. Wilber, George G. Francis, M. E., S. A. Richards, Smith Newman, Thos. P. Williams and many others, and from working an analyses of the ores show them to be in large bodies and high grade pure ores, from which to make high grade pig metal and steel.

This much for the ores. This company is located at the prosperous City of Greensboro, with all its various advantages, and is backed by the fostering care of the Richmond & Danville and the Cape Fear & Yadkin Valley Railroads, and officered by men of thorough business experience.



MAP SHOWING THE LOCATION OF GREENSBORO AND ITS RELATIVE POSITION AS TO ORES, COKE, LIMESTONE, RAILROAD AND WATER TRANSPORTATION.

Analyses of the Ores.

	BROWN ORES.	RED ORES.	MAGNETIC ORES.
Metallic Iron.....	57.41%	58.67%	56.00%
Phosphorus.....	none.	none.	none.
Silica.....	1.42	3.79	1.40
Sulphur.....	none.	0.44	trace.
Titanium.....

Cost of Making Bessemer Pig Iron at Greensboro, N. C.

Mining 1½ tons 60% ore at 50 cts. per ton	\$.53
Freight 1½ tons 60% ore, 40 miles, at ½ c. per ton per mile50
Coke, 1¼ tons, at \$1.65 f. o. b. at Pocahontas	2.07
Freight 1¼ tons coke, 245 miles, at ½ c. per ton per mile	1.53
Limestone 25c. Labor \$1.00	1.25
Maintenance 50c. Repairs 50c	1.00
Interest 25c. Salaries 50c75
Total cost ton of pig iron.....	\$7.93

Bessemer pig iron can be made here at these figures (\$7.93 a ton) and there is no other place in America where it can be produced at a lower cost; but even if calculations be based on a cost of \$10 a ton, the profits would be more than satisfactory, whether the iron be shipped North or be manufactured into steel rails here, as is intended.

Besides this, "The North Carolina Steel and Iron Co." own about 2,000 acres of land in Greensboro, that they will lay off into Streets, Lots, Manufacturing Sites and Parks. This land was secured at very low figures, and inside of a year it will be worth more than the entire capital stock of the company, without any real estate booming.

GREENSBORO is now a prosperous town of 7,000 inhabitants, and has all modern improvements and many manufacturing enterprises.

The North Carolina Steel and Iron Co.

OFFERS A PART OF ITS
\$1,000,000 Capital Stock at Par.

BOOKS OF SUBSCRIPTION ARE OPEN AT

Davis & Wiley Bank, Salisbury, N. C.
The National Bank of Greensboro, Greensboro, N. C.

* OFFICERS. *

President,	- - - - -	JAMES A. ODELL.
Vice-President,	- - - - -	JULIAN S. CARR.
General Manager,	- - - - -	J. J. NEWMAN.
Secretary and Treasurer,	- - - - -	SAM'L H. WILEY.
Attorney,	- - - - -	THEO. F. KLUTTZ.

Executive Committee.

J. A. ODELL. A. B. ANDREWS. J. A. GRAY.

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JULIAN S. CARR, Pres't Blackwell's Durham Co-operative Tob. Co., Durham, N. C.
J. J. NEWMAN, M. E., President Dutch Creek Mining Co., Salisbury, N. C.

SEND FOR PROSPECTUS.

200,000,000 TONS OF BROWN IRON ORE

IN SIGHT AT

BLUFFTON,

HIGH, HEALTHY AND HONEST.

GOOD PEOPLE AND GOOD WATER.

LOCATED UPON THE ALABAMA DIVISION OF THE EAST TENN. VA. & GA. RY. SYSTEM.

It is impossible to describe by words the enormous quantity of iron ore that is in sight on the land of this company. Said a prominent railroad man of the South: "I could not believe your statement as to the quantity, (200,000,000 tons in sight), but now that I have seen your ore deposits, I wonder how you put so low an estimate on them."

Prof. Robinson, of Bowdoin College, Brunswick, Maine, says: "I found at Bluffton iron ore in abundance, partly in solid cliff masses containing hundreds of thousands of tons, and partly in the form of gravel and small boulders lying in great banks similar in appearance to the gravel banks of New England. Whether there was as much of the gravel as of the bluff ore I could hardly judge, but it was very clear that the quantities of both were simply enormous."

G. S. Patterson, mining engineer, of Anniston, Ala., reports: "The amount of ore in sight was certainly beyond my expectation, though I was prepared to find a large deposit. The Bluff, as it is called, is a solid mass of ore on the side of a mountain, easily approachable, and can be mined cheaper than at any point in Alabama or Georgia, with which I am familiar."

Mr. Wm. H. Edmonds, of the Manufacturers' Record, says: "As to

the quantity of ore here, I don't suppose that all the furnaces in Alabama could use it up in a lifetime."—See Manufacturers' Record May 18, 1889 article entitled "BILL ARP AND BLUFFTON."

Ore can be delivered at furnaces built here at a cost not exceeding 50 cents per ton.

With high grade ores, analyzing over 50 per cent. metallic iron, delivered at the furnace at the above-named price, is there any possibility of such a place as Bluffton not being able to produce iron at figures which will yield a profit despite the dullest of dull times?

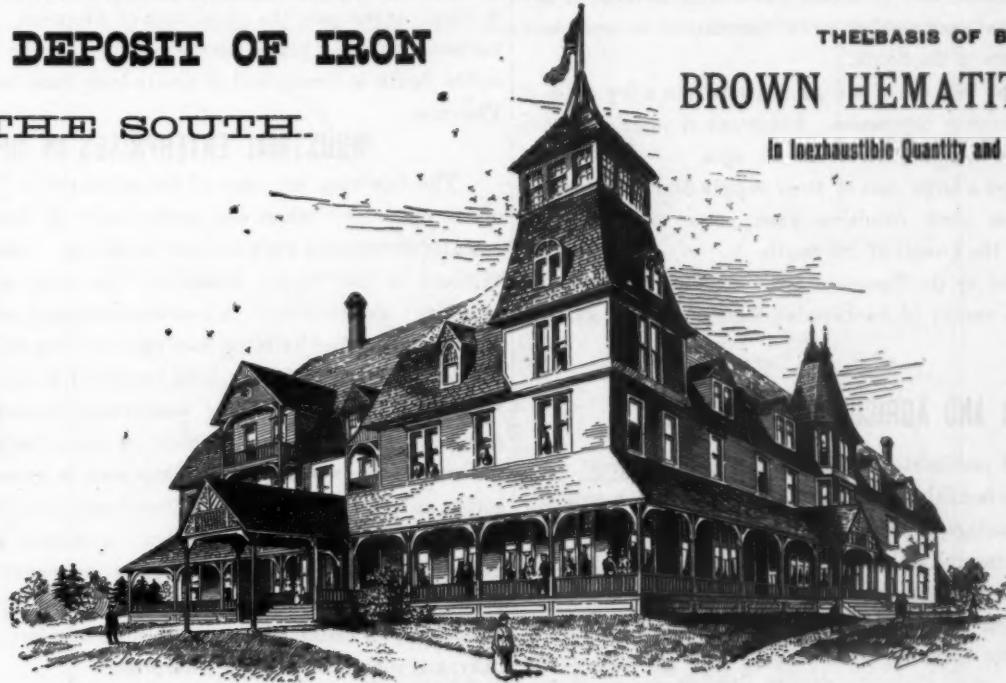
Prof. J. H. Pratt, of Birmingham, Ala., reports on samples selected from our property by Mr. Edmonds and Mr. G. S. Patterson as follows:

The sample of brown iron ore, marked "Bluff Ore," contains—	The sample marked "Gravel Ore" contains—
Metallic iron, - - 52.37 per cent.	Metallic iron, - - 53.23 per cent.
Phosphorus, - - 0.782 "	Phosphorus, - - 0.931 "
Silica, - - 14.60 "	Silica, - - 6.25 "
Water combined, - 8.10 "	Water combined, - 10.20 "
Moisture at 100° C - 2.50 "	Moisture at 100° C - 1.68 "

LARGEST DEPOSIT OF IRON

IN THE SOUTH.

Ore can be delivered at furnaces built here at a cost not exceeding 50 cents per ton.



THE SIGNAL—NOW OPEN AT BLUFFTON.

FREE MANUFACTURING SITES.

Rich Manganese Deposit.

There are several very large and rich outcroppings of Manganese Ore on the company's property, and the deposits have been examined by experts and pronounced exceedingly valuable. Specimens have been sent to various steel works in Pennsylvania, and the result is a large inquiry about the ore. From present development can be seen several hundred tons of this ore. There is always a ready market for manganese, and it is quoted at \$18 to 20 per ton in Pittsburgh and Chicago. More extensive work will be done on these deposits within a very short time, as the banks are easily accessible. Shipments will soon be made.

OTHER RESOURCES.

Fire Clay and Brick Clay—Yellow Ochre.

On this property are large deposits of fire clay, which has stood the highest test. Shipments have been made to Chattanooga, Tenn., and it is pronounced a superior quality. A fire brick works could be established here that would prove extremely profitable.

In brick clay there is an inexhaustible quantity, with an abundance of water running through the clay land. Brick manufacturing here would pay handsomely, and the company would lease the clay beds for a term of years at a very low royalty.

The four charcoal pig-iron furnaces surrounding this property are nearly as valuable to this place as if they were located on the land of the Bluffton Company. The pig iron manufactured by them could be bought and utilized here for every kind of manufactured iron. They are so near that freight on the raw material would be comparatively nothing. Surrounding us, as these furnaces do, it makes Bluffton a centre.

SEND FOR PROSPECTUS. ADDRESS

Bluffton Land, Ore & Furnace Company, Bluffton, Ala.

FACTS ABOUT FLORENCE.

LOCATION.

Florence is in North Alabama, near the Tennessee line, on the Tennessee river, which is navigable here for large steamers. It is on the Memphis & Charleston Railroad, and the Nashville & Florence branch of the Louisville & Nashville Road.

AGGREGATE OF ADVANTAGES.

There are many places in the South possessing the advantages of a good climate, healthfulness, natural resources and manufacturing capabilities more happily combined and in a higher degree than can be found in any other part of the country. It is believed, however, that at no point in the South, and hence nowhere in America can there be found an aggregate of so many unsurpassed advantages and attractions as exist at Florence.

IRON AND COTTON MANUFACTURING.

Florence can make iron as cheaply as any place in Alabama. It has facilities for the manufacture also of cotton goods equal to those of any other place. Anything that uses wood as a raw material can be made here at as low a cost as anywhere in the South.

Thousands of acres of iron ore of a high grade within a few miles of Florence are owned by Florence companies. Limestone is quarried within the town limits. There is enough of it to last for ages.

Cotton mills would get a large part of their supply from the country around Florence. Cypress creek furnishes water power and mill sites enough to make Florence the Lowell of the South.

North of Florence, and up the Tennessee river, there are large areas of timber, embracing a wide variety of hardwoods—forests that the axe has never touched.

COMMERCIAL AND AGRICULTURAL FACILITIES.

Besides its industrial possibilities, Florence is a point of great commercial importance, and is becoming the center of an extensive mercantile business. It has the advantage of both rail and river transportation and of competing railroads. Several additional railroads are now under construction to open up new trade connections to Florence.

Florence is surrounded by a wide extent of fertile and productive country, as well adapted for farming, stock raising, fruit growing, truck farming, dairying, &c., as any in the world. Further, it has a climate that is delightful the year round. Its health record cannot be surpassed. It has no malaria. In fact, people who live here enjoy a remarkable exemption from ailments of every sort. It has an abundance of the purest water.

BEAUTY OF LOCATION.

For beauty of location Florence is without a peer. The Tennessee river at this point is as romantic and beautiful as the Hudson. The rolling character of the country, the slopes and hills and alternating valleys furnish a picture to charm an artist's eye. The lovely Cypress creek, a deep and rapid stream emptying into the river just below the town, presents at every turn in its tortuous course a scene of entrancing beauty. The views from some of the higher hills are as fair as the eyes of man ever rested on.

Limited space allows here only the briefest summary of a very few of the more important facts about Florence. For more detailed information write to either one of the following companies. Or better still, come down and see for yourself. Investigation is all that Florence asks or needs.

Lauderdale Manufacturing Co. Florence Cotton and Iron Co.
Florence Investment Co. Florence Railroad and Improvement Co.

GROWTH.

Florence is making more rapid progress, proportionately, than any other town in America. This is a strong statement but it is true. And its growth is on a solid and permanent basis.

SOLID GROWTH.

Florence is not undergoing any wild real estate boom. Its managers are not seeking to advance real estate prices. It is not their plan to get a quick return for the money they have invested, by the rapid sale of lots at unnatural prices. It is their aim to first build up a town, to locate factories and secure a permanent population, when land will have an actual value and sell at prices from which there will not be a subsequent disastrous reaction. At present real estate is much lower in price than in any other town in the South that has made half the progress Florence has made.

THIRTY NEW ENTERPRISES.

Within the last 12 or 15 months over 30 new industrial enterprises have been located at Florence, with an aggregate cash capital of about \$5,000,000. This remarkable growth is the result of efforts to induce people to simply investigate the attractions of Florence. Investigation and comparison with other places, on the part of any who are looking for a place in the South to locate, will in nearly every case result in the selection of Florence.

INDUSTRIAL ENTERPRISES IN OPERATION.

The following are some of the industries in Florence. Some of these are in operation; others are nearly ready for work and others have but recently commenced work on their buildings: One of the largest and best furnaces in the United States now in blast, and another under construction; a stove factory; a hardware company, with a capital of \$300,000, manufacturing fine building hardware, &c., the only factory of the kind in the South; a wagon factory, with capital of \$150,000; agricultural implement works; handle factory; woodenware factory; sash, door and blind factories; a cedar bucket factory; a pump factory; planing mills; a factory to make wooden butter plates such as grocers use; a flour mill; a cotton mill in operation, and a \$500,000 mill building and others projected; a jeans factory; a gingham factory; a woolen mill; a cotton gin; a marble company; a roofing and paint company; a shoe factory; a suspender factory; a compress, packet and ferry company; building and loan companies; a canning factory; brick factories; a dummy railroad company, and a number of other enterprises.

\$15,000,000 INVESTED.

The aggregate capital of the industrial, mercantile and development enterprises in Florence exceeds \$15,000,000.

A year ago the population of Florence was 2,000. It is now about 10,000.

There are more than 1,000 carpenters at work in Florence but they can't build houses fast enough to keep up with the increase in population.

INVESTIGATION AND INVESTMENT.

A number of the foremost capitalists and iron and cotton manufacturers, and others, of Philadelphia, Boston and other Eastern cities, after a thorough personal investigation, have just made heavy investments aggregating several million dollars in Florence.

Florence, Ala.

Morristown, Tenn.

The Plateau City of the Great Valley of East Tennessee

is beautifully located on a plateau of Bay's Mountain, about equi-distant from the Cumberland Mountains which bound East Tennessee on the northwest, and the Alleghany Mountains which bound it on the southeast, and is 300 feet above Holston River, which washes the north base of the plateau three miles from the city. Its mean elevation above sea level is about 1,350 feet, while the hills and mountains immediately surrounding it rise to an altitude of 1,935 feet, affording views of surprising extent and grandeur, and at the same time so modifying the temperature that the thermometer rarely registers higher than 90° in summer or lower than 10° in winter. *Its drainage is admirable, and malaria is unknown. It has nearly trebled its population since 1880, having now about 4,000 inhabitants.* It is the commercial and business center of the richest and most extensive agricultural district in the State, where all the cereals and all the grasses

and tobacco are grown to perfection, and where fruits and berries abound. It has hundreds of thousands of acres of uncultivated forests accessible to it, abounding in Poplar, Pine, Hemlock, six varieties of Oak, Chestnut, Hickory, Cedar, Maple, Birch, Beech, Sycamore, Gum, Locust, Laurel, Buckeye, Mulberry, Ash, Cherry and Walnut. *The Celebrated East Tennessee Marble* underlies a part of the city, and it is surrounded with rich deposits of Iron Ore, Manganese Ore, Zinc Ore and Lead Ore. It has been said by one who has made a study of the subject, that within a radius of 50 miles around Morristown *every variety of iron ore in the United States can be duplicated, and a coke can be made equal to Connelleville coke.* We claim without hesitation that **Morristown has in its immediate vicinity richer mineral ores, and a greater variety of them, than any city on the Continent.**

MORRISTOWN

has Railroad Facilities equal to any city between Lynchburg and Chattanooga, and they will be speedily increased by the completion of the Carolina, Cumberland Gap & Chicago Railway, making the shortest possible railway route between the great cities on the Ohio River, Cincinnati and Louisville, and the seaboard cities, Charleston, Port Royal and Savannah. Besides, the Baltimore & Ohio Railway will probably extend a branch to it from Lexington, Va., and the Tennessee Midland will in all probability be built to Morristown, and a line be built giving direct connection with Atlanta.

MORRISTOWN

has a citizenship composed almost exclusively of native born Americans. It boasts a splendid system of Graded Schools, Five commodious Brick Churches, the finest Courthouse in Upper East Tennessee, an Opera House that will seat 800 people, two Solid Well Managed Banks, a flourishing Building and Loan Association, two of the Largest Commercial Flouring Mills in the South, Stove Works, an Agricultural Implement Factory, two Wood-working Factories, a Tobacco Factory, a Carriage and Wagon Factory, and many industries of lesser note.



MAP SHOWING RELATION OF MORRISTOWN TO THE COUNTRY AT LARGE.

It is lighted with electricity, and has water works under contract, and is now inaugurating a system of street railways. Its climatic advantages, its unsurpassed record for healthfulness, its abundance of pure water, its central and beautiful location, its transportation facilities, its fruitful agricultural surroundings, its contiguity to rich and exhaustless fields of iron, manganese, zinc and lead ores, marble, coal and timber, mark it as a place destined to be the commercial, manufacturing and railway emporium of Upper East Tennessee, Western North Carolina and Southeastern Kentucky.

To expedite this destiny the city authorities have wisely exempted from taxation for ten years all manufacturing establishments that will give employment to fifteen or more persons, and the county authorities have done the like, so that manufacturing establishments will be exempt from all taxation for ten years, except the merely nominal tax for State purposes. There has been no "boom" or inflation of prices at Morristown, and, as it possesses within itself and contiguous to it almost every element of wealth, it now presents the most inviting field for investment of any city in the South.

Persons who may desire fuller information can obtain it by calling on or addressing

MONTVUE LAND COMPANY

POSTOFFICE BUILDING, — MORRISTOWN, TENNESSEE.

NEW DECATUR,

* ALABAMA. *

The New Industrial City of the Great Tennessee Valley.

LOCATION.—In Morgan County, in the Cereal Belt of Northern Alabama, which includes the great valley of the East Tennessee river. It is at the threshold of Alabama, hence it is known as the Gateway City. It adjoins the old town of Decatur, on part of a tract of 5,451 acres of land purchased by The Decatur Land, Improvement & Furnace Company in 1887 for the purpose of laying out and building up a new industrial city.

RAILROADS.—It is at the junction of two great trunk lines, the Louisville & Nashville system running north and south and the Memphis & Charleston (part of the East Tennessee, Virginia & Georgia system) running east and west, affording direct communication with St. Louis, Evansville, Louisville, Cincinnati and all points further north, west and east, all the cities on the Atlantic Seaboard (north and south), Mobile, New Orleans and other points on the Gulf Coast, also Memphis and all points west of the Mississippi. The connections therefore are complete in every direction. A new road, the Decatur, Chesapeake & New Orleans R. R., intended as a connection with the Chesapeake & Ohio system, is now being constructed in a northeasterly direction, which will give New Decatur a new eastern outlet. The south end of the track is within 25 miles of New Decatur, where grounds for shops and freight yards have been already donated to the new road. The Rome & Decatur R. R., of Georgia, will be extended to New Decatur shortly, being now within 50 miles of that point. This will give a direct southeastern outlet to Brunswick, Savannah and other Southern ports on the Atlantic Seaboard.

RIVER TRANSPORTATION.—The improvements in the Tennessee river at Muscle Shoals, below New Decatur, upon which several millions of dollars and many years of labor have been expended by the government, are practically completed. The first steamer, the "A. C. Conn," passed through the Shoals on November 12th 1889, on her way from Green Bay, Wis., to Chattanooga. The canals will be formally opened in May, when the Tennessee river will be opened to navigation from Knoxville, Tenn., to its mouth at Paducah, Ky., on the Ohio river (728 miles), with 6 feet of water from New Decatur to the Ohio. Paducah is 50 miles above the junction of the Ohio and Mississippi rivers, at Cairo. The Tennessee river drains one of the richest timber, iron, coal, cotton and agricul-

tural countries in the world. New Decatur will have an immense advantage over most of the industrial cities of the New South in being located on this great water highway.

POPULATION.—The population of old Decatur was about 1,200 when the new town was laid out in 1887, that of the two towns combined is now not far from 10,000, largely made up of manufacturers and mechanics.

CLIMATE.—New Decatur is about 700 feet above sea-level, on an elevated plateau free from malarial influences. Extremes of heat and cold are unknown. The air is delightfully pure, breezes are constantly in motion, and the nights are always cool. It is essentially a healthy place, and its climate renders it equally suitable for a summer or a winter resort.

PROGRESS—The city has a complete system of sewerage, drainage and water supply, electric lights and gas, 60 miles of streets well graded and curbed and lined with young shade trees, a park system of 100 acres, 5 miles of street railways and a Union Railway Depot. The Land Company has expended over three-quarters of a million in cash in improvements, and donated 153 acres to industrial enterprises. A \$20,000 schoolhouse and three churches are nearly completed. The "Tavern" is one of the finest hotels in the South, built and furnished at a cost of \$140,000. There are 16 important industrial plants, exclusive of brick yards, lumber yards, saw mills and sash, door and blind factories, which are numerous. The principal plants are the Louisville & Nashville R. R. Shops, covering 58 acres; the United States Rolling Stock Company's works, covering 50 acres; the Decatur Charcoal Iron Furnace, of 70 tons daily capacity, the Decatur Charcoal & Chemical works; the American Oak Tanning Extract Works; Ivens & Son's Foundry & Machine Shops; the Decatur Cotton Compress; the Decatur Car-Wheel Works, etc. Building is going on rapidly.

INDUSTRIES NEEDED—It is intended that New Decatur shall be a city of diversified industries. There is a grand opening for the manufacture of iron, wood and cotton in all its branches. The proximity of the vast forests of oak, poplar, ash, hickory, gum and other hardwoods along the river should be a special inducement to establish all kinds of wood manufactures. Another paying industry would be truck farming. The country around Decatur is especially adapted for truck and orchard farming and stockraising.

THE DECATUR LAND, IMPROVEMENT & FURNACE COMPANY will issue in a few days a beautifully printed and illustrated book, entitled

"ON THE BANKS OF THE TENNESSEE,"

Containing a map and 100 questions briefly but fully answered, giving all necessary information about Northern Alabama and New Decatur, for free distribution.

For Maps, Pamphlets and other Information about New Decatur, address

THE DECATUR LAND, IMPROVEMENT & FURNACE CO.

NEW DECATUR, ALA.

SOME SPECIAL CLAIMS POSSESSED BY LIBERTY, VA.

TO THE FAVORABLE CONSIDERATION of all classes of prospectors, whether for homes, for investment of capital, for health, or for business enterprise. With the ensuing scholastic year will be opened the superb building of the Randolph Macon Academy, of which a cut is herewith presented. This institution is built for the thorough culture of boys—mental, moral and physical—is under the efficient management of Prof. W. W. Smith, LL.D., president of the Randolph Macon College at Ashland, Va., and has been constructed regardless of cost, to secure every condition essential to the successful attainment of its objects according to the most approved modern standards. Such another educational institution does not exist in the broad limits of the Southern States. In addition to this two handsome Female Academies, constructed upon the same intelligent, liberal and progressive principles as the Randolph Macon Academy, will be built during the coming year, and, if possible, receive pupils in September, 1890. Besides these, Liberty already possesses

shipping facilities and all the climatic, social, sanitary and pecuniary conditions requisite to the retention of skilled artisans once engaged in their employment. The manufacturers of tobacco, woolen goods, etc., already established here have found the local advantages so great that they have refused every inducement offered them to move to other points.

Every reasonable concession will be made to parties seeking locations for the establishment and operation of manufacturing plants, and upon application to the undersigned specific information will be furnished as to all details, both regarding the natural merits of the location, the character of raw materials within easy access and the terms offered to *bona fide* prospectors for sites.

Few better opportunities have been offered investors in Southern properties than the lands immediately adjacent to Liberty—lands possessing the intrinsic merit of natural fertility and productiveness in addition to close proximity to an embryo city,



RANDOLPH MACON ACADEMY.
LIBERTY, VA.

the usual quota of public and private schools, for which progressive Southern towns are noted.

These institutions insure an intellectual and moral tone in its society to the residents of Liberty that must give it pre-eminent attractions over mere manufacturing centers to the best class of settlers.

As a special recommendation to investors, Liberty possesses all the advantages of close proximity to the ore beds and coal fields of the famous mineral region of Southwest Virginia, itself an unexplored mine of mineral wealth, representing granite, limestone, steatite, kaolin, the hematite and magnetic iron ores, asbestos, mica, graphite, mineral paints, fire-clay, &c.

Manufacturers would find here, within easy access and at low cost, all the raw materials used in their business. Cheap labor in great abundance, cheap fuel, excellent

blessed with all the elements essential to steady and permanent growth. Some of these lands are already in the hands of improvement companies and have been laid out in beautiful, wide, shady avenues and divided in lots to meet the requirements of those desiring to build or to invest on a modest scale.

Liberty invites the closest scrutiny of its claims and does not require to indulge in extravagance or deception. Its growth is inevitable. With a superb climate, grand and imposing scenery, a surrounding country of great productiveness, invigorating mountain atmosphere, an unlimited supply of the purest free-stone water, unsurpassed healthfulness, good society and the finest schools for both sexes, enterprising and successful manufacturers, close proximity to the markets of the world, cheap labor, cheap lands, excellent shipping facilities, it lacks nothing but more people to make it a model city.

For Information address

{ J. LAWRENCE CAMPBELL, Secty. Liberty Improvement Co.
R. KENNA CAMPBELL, Manager Longwood Park, Va.

FORT PAYNE, Alabama.

★ COME TO ★

The NEW ENGLAND CITY of the South.

Climate Unsurpassed. Abundance of Pure Water. Drainage Excellent.

No Better Point in the Union For Safe and Profitable Investment.

Situated on the MAIN LINE of the QUEEN & CRESCENT ROUTE, fifty-one miles Southwest of Chattanooga, and ninety-one miles North of Birmingham. Elevation is from 895 to 1,600 ft above the sea, and above fever districts.

DeKalb County is entirely free from debt; taxes light.

Most liberal encouragement given to industries of every kind.

Iron Furnace and Rolling Mill will be constructed immediately, and other industries of various kinds are under contract.

Correspondence solicited from those who contemplate coming into the South to establish any kind of manufactories.

The different industries will employ at least two thousand skilled workmen, which will secure a population of over ten

thousand, independent of the many industries contemplated.

Iron of the best quality can be manufactured at as low cost per ton as in any other locality in the South.

Coal and iron are being developed rapidly of a superior quality.

Fine timber abundant and wood-working machinery of every kind can be profitably employed at this point.

The Company is prepared to give every reasonable encouragement to manufacturers who will locate at this point.

☛ Correspondence solicited.

CAPITAL \$5,000,000.

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A GOOD PLACE.

An Attractive South Carolina Town with a Bright Future.

Florence to be a Tobacco Manufacturing Town.

OPENINGS FOR NEW INDUSTRIES.

FLORENCE, S. C., Jan. 8, 1890.

It would seem as if one tune would at last become monotonous, and indeed it would if no variations were introduced; but when no second playing is heard without some new chord, the very familiarity of the old strain becomes its greatest charm. So the very fact that I have before spoken of Florence will give your readers a keener appetite for the old story with its new phases. In the short letter in the "Bankers' Edition" of the MANUFACTURERS' RECORD nearly all that could be said was to call over a list of what was being done, without going into any explanations concerning these new enterprises, and even since then there have been several important moves made, and there are several more which will come to the surface in a short time. Probably the most important of the new projects which is assured is the erection of a large tobacco warehouse and a tobacco factory—the pioneers in a movement which is destined to revolutionize this portion of the South. Five years ago it was not known that the soil here was adapted to the culture of this great wealth producer; to-day the attention of every progressive farmer is turned to it, and hundreds of acres will be put out within a short distance of Florence. The great railroad facilities possessed by this point mark it as undoubtedly the future tobacco center of the new tobacco belt, and ere long buyers will be flocking here as they have for years attended the sales at Durham, Oxford, Henderson and Danville. Cotton has heretofore been the staple to which the farmers have looked for their supply of ready cash; now the signs of the times point to its speedy dethronement as king, and at least to its being compelled to divide its territory with the usurper. Since the first talk of the warehouse and factory there has been considerable discussion as to whether the money necessary could be raised, but this has easily been done, and more money has been offered than can be used to advantage.

There is in contemplation the sinking of an artesian well to supply the town for household use as well as for fire purposes, and though the water of Florence is exceptionally good, still it has been proved by experience that there is nothing so conducive to the health of any locality as these deep, ever-flowing wells, whose supply is drawn from nature's storehouse, beyond the reach of any possible contamination. And then again, a rapidly growing town such as Florence speedily outgrows any system of fire wells which can be devised, and must have a supply which cannot be exhausted. The fire companies of the town have taken the premium at all competitive drills, and in practical work at recent fires here have shown themselves the very best, in one fire a short time ago confining the flames to the building in which they originated, though there were frame buildings all around it—this, too, with a water supply drawn from wells, in one or two cases several blocks distant, exhausting three before the fire was extinguished.

There is a movement now on foot to erect a new public school building at a cost of \$10,000, and it is only a question of a short time before this also will be an accomplished fact.

There is one thing of which I wish to speak which is being agitated, and that is,

a new hotel building. There is undoubtedly no better point than Florence for the investment of capital in this line. The place is here; the site is here; the travel is here; the need is emphatically here; the hotel is not. Correspondence with any of the many well-known Florentines, some of whom I shall mention before I close, will show investors that I am not writing fiction, but plain fact. There is no need to mention increased banking facilities, for that was spoken of in my last letter from this point. A first-class lumber yard with heavy capital, a foundry and machine shop, a canning factory, are badly needed; in truth, any light manufacturing enterprise can be profitably established here. Two excellent weekly papers and several monthly religious periodicals are published and well supported. The weeklies are the Florence Times and the Messenger.

Florence and Florence men are somewhat peculiar in their relation to each other. With two exceptions the men who now have money here came here without any. Florence has made them and they have made Florence. Among the first settlers here was Mr. Jerome P. Chase. He had nothing when he came here save a willingness to work and a desire to accomplish what he undertook. He has built up his business little by little, safely and surely, until to-day he owns over two hundred acres of land within the incorporate limits of Florence, beside large tracts in the suburbs and considerable property in other portions of the State and in other States. A short time ago he associated with him in business his sons, Lawson and Sanborn, under the firm name of Jerome P. Chase & Sons. Now as greater facilities are needed, more work required and more business transacted, they have concluded to put the real estate branch under the name and form of the Florence Improvement & Investment Co., Jerome P. Chase and Lawson Chase, managers, while the insurance business will be carried on as heretofore under the title of Jerome P. Chase & Sons. The gentlemen propose to handle their own property as well as such as may be put in their hands, aid improvements in the town and make investments for foreign capitalists. The reputation which the senior member of the company has established during the past twenty-five years is sufficient guarantee that any business entrusted to them will be promptly and faithfully attended to.

C. E. Jarrot is a gentleman who has resided here for years and is a very extensive real estate holder, the enhancement of whose property is rapidly adding to his wealth, and who comes to the front when called upon for the good of the towns.

Mr. G. G. Lynch has laid off a large number of lots in the city, and aided many of the railroad employees to build themselves homes in the past two years, and he is still putting more on the market, which he sells on easy terms to those desiring to invest.

Covington Bros., also, are large real estate holders, though but little of their land is at present on the market. They have a large livery and sale stable, carriage and harness emporium, wagon shop, etc. They are also connected with almost all movements for the location of new industries, and subscribe liberally to the stock of each.

Rev. B. G. Covington is pastor of the Baptist church here, and has been the chief instrument in placing it in its present prosperous condition. He also has extensive landed interests in and around Florence, and is at present actively engaged in developing mineral springs upon his suburban property, which promise to be valuable.

Mr. E. Crawford came here twelve years ago with nothing; to-day he has a large income from his tenement houses and large landed interests in the town, which are constantly increasing in value.

Florence has indeed dealt kindly with those who have helped to advance the town, and thus advanced their own interests. This list might be extended largely, but I am only dealing with those in this letter who have an effect upon the real estate market, but the merchants have also become wealthy through the gold-giving air of their adopted home. I say adopted home, for there are few here in business who claim Florence as their birth-place. The first house was built in 1854, on the completion of the railroad, and not until 1870 was there much progress made. The place is for this reason, therefore, much more cosmopolitan than many of the older ones surrounding it, and man is judged by his merits and his go-ahead-attiveness rather than from the fact that his grandfather was born in the same house in which he now resides.

Churches, schools and society are all first-class and the citizens law-abiding, making it one of the tenets of their religion to attend to their own business and let every man work out his own fortune, being always ready, however, to lend a helping hand to everyone who may find his load too heavy for him. To use an expressive Southernism, the people here are always willing to "tote fair."

JOHN P. COFFIN.

New Era Grader, Ditcher and Wagon Loader.

The countless machines and appliances that have been put upon the market for the purpose of saving labor and its invariable attendant, expense, prove beyond question

The accompanying illustration shows the New Era as now offered to the public. It is not an idea born of the moment, but the product of twenty years' experimenting and remodeling. It is especially adapted for building railroads, wagon roads and dykes, or cutting down banks and constructing irrigating ditches and canals. It will work in any soil where a plow can be used. It is supplied with carriers of different lengths to conform to the varying depths and widths of grade or excavation being made, and with six teams and three men it is capable of excavating and placing in embankment from 1,000 to 1,500 cubic yards of earth in ten hours, or of loading 600 to 800 wagons in the same time. In other words, the manufacturers say "it will handle earth at a cost of from 1½ to 2½ cents per cubic yard, while with plows and scrapers it is impossible to place earth in embankment for less than 8 cents per cubic yard. A gang of twenty-five men and twenty teams, with plows and scrapers, must work very steadily in order to handle 1,000 cubic yards of earth per day, while fifteen men with eighteen teams and three New Era machines will easily place in embankment from 3,000 to 5,000 cubic yards—a net saving to the contractor of from \$180 to \$300 per day."

This claim will undoubtedly be considered exaggerated by those unfamiliar with the facts, or those who have not seen the New Era work; but, it is said, that contractors who have thoroughly and carefully tested this machine make even very much broader claims.

The great advantage the New Era has over other earth-handling appliances is



NEW ERA GRADER, DITCHER AND WAGON LOADER.

that we live in a progressive age. The impossible of a few years ago succumbs to the science and skill of to-day, and becomes the practical and necessary. In few directions have more marked improvements been made than in the construction of highways for transportation, levees for protecting our natural water-ways, and irrigating ditches for reclaiming hitherto unproductive land. Railroads and canals have supplanted the stage coaches and pack trains; solidly constructed levees have reclaimed thousands of acres of richest bottom land, and irrigating ditches have successfully solved the problem of making the Great American Desert a veritable Garden of Eden, teeming with acres of nodding grain, fringed with orchards and protected by small forests of valuable timber.

These results have been accomplished by using modern appliances for handling mother earth. That we have been plentifully blessed with earth and water goes without saying, but that their distribution can in many cases be improved is equally true. The problem of how to do this, and do it cheaply—how to handle earth on a large scale—has been solved by the manufacturers of the New Era grader, ditcher and wagon loader. They have perfected and put on the market a practical earth-handling machine which plows, excavates and carries away the earth at the same time, by the use of which deserts can be irrigated, swamps reclaimed or roads built, it is claimed, at one-third their former cost.

that it does its own excavating. It carries and places the earth at once where it is wanted, either in embankment or in wagons, as may be desired. It plows and excavates the earth at a uniform depth, and at the same time distributes it evenly over the grade, thus completing its work as it goes. There is no loss of time or motion, no going or returning empty. For every rod traversed by the teams there is just so much earth excavated and placed in embankment.

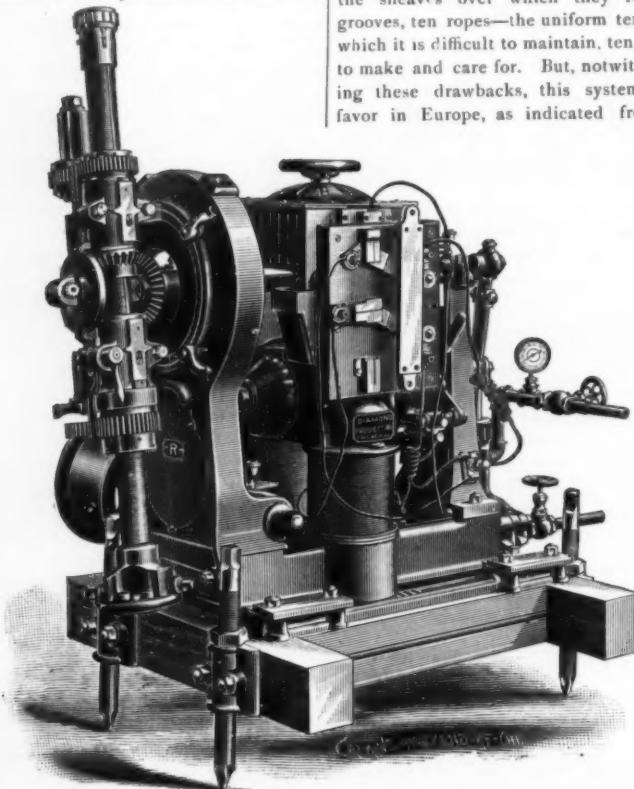
In placing this machine on the market the F. C. Austin Manufacturing Co., of Chicago, Ill., guarantee it to be first-class in every particular, neatly finished and durable, and fully capable of doing the work claimed, or no sale.

They also manufacture the Austin steel reversible road machine, and a full line of drag and wheel scrapers, all of which occupy first place in the calendar of earth-handling tools.

ATTENTION is called to the card of Messrs. Drew, Baldwin & Co., mill and factory architects and engineers, 45 Broadway, New York, in this issue. This firm is prepared to supply plans and specifications for any work in the line of mill and factory construction and equipment. Mr. Drew has had a long acquaintance with Southern mill work through his former connection with one of the leading mill engineering firms of the country, which devoted especial attention to the building of mills in the South.

**The Sullivan Diamond Drill
Operated by Electricity.**

The electric diamond drill is another illustration of the growing demand for mining machinery operated by electricity, and of the steps our mechanical engineers and manufacturers are taking to meet this demand. The adaptation of the diamond



THE SULLIVAN DIAMOND DRILL OPERATED BY ELECTRICITY.

drill to be operated by electricity cannot fail to widen largely the already rapidly growing field for these machines.

One of the difficulties in the way of the use of diamond drills under ground and in rough mountainous localities has been to get power to the machine. Where a mine is supplied with air this difficulty does not exist. But many mining companies have no compressor plant, and the use of steam under ground, besides being unsatisfactory for power and uncomfortable for the men, is often a source of great expense from the damage caused by the action of the exhaust steam on the timbers and rock.

The electric diamond drill possesses the great advantage that the power to operate it can be carried easily, rapidly and inexpensively to the points where the drill is to be used. Any constant potential current of sufficiently low voltage for safe use under ground and of sufficient capacity to deliver three horse-power at the drill motor can be successfully used.

This drill is compact and easily handled and occupies but little space. It will drill at any angle to the depth of 300 feet, and has improved friction feed that gives the greatest possible rate of progress, with slight wear on the bit. The pump is a part of the machine and operated by the same motor.

These machines are manufactured and sold by the Diamond Prospecting Co., 74 and 76 West Lake street, Chicago, Ill., which will be glad to give any details regarding them. It would be well, in making inquiries, to give in each case some details concerning the systems already installed by which power is to be furnished to the drill.

If you are not already a subscriber to the MANUFACTURERS' RECORD, send us \$4 and you will receive it regularly for one year, or six months for \$2.00.

Rope Driving.

The growing popularity of the new mode of transmitting power by means of ropes instead of belts is attracting much attention and eliciting many inquiries.

By the old arrangement there are as many independent ropes and grooves in the sheaves over which they run—ten grooves, ten ropes—the uniform tension of which it is difficult to maintain, ten splices to make and care for. But, notwithstanding these drawbacks, this system finds favor in Europe, as indicated from the

In a paper read at the semi-annual meeting of the New England Cotton Manufacturers' Association at Boston, October 30th, 1889, Mr. Louis L. Seymour, referring to the Nourse Mills, says "that a belt flywheel 30 feet in diameter and 110-inch face is used to transmit 1,000 horse-power; that a rope-wheel of same width would carry 44 1/3-inch ropes, and transmit 2,400 horse-power." In the same paper figures are given to demonstrate that the cost of a double belt 178 feet long for conveying 200 horse-power would be \$725; that 930 feet of 1 1/4-inch rope passing five times around the sheaves, doing the same work, would cost only \$130, or less than one-fifth as much. Again, he says, "taking Lockwood & Green's estimates of rope sheaves at the Washington Mills, their cost was found to be \$5,696.10, while for belt pulleys the cost would have been \$6,846.75, leaving a difference of \$1,150.65 in favor of rope sheaves."

Many of our largest manufacturers are turning their attention to the subject of transmitting power by means of ropes.

In the building of the Western Electric Co. recently erected in New York, "acknowledged the best factory building in the city of New York if not in the United States," the power from two large engines in the basement is taken to lines of shafting in the stories above, nine in all, by an endless rawhide rope passing over iron sheaves. The machinery on each floor is put in operation or set at rest by means of an Eclipse friction clutch.

This system of transmission is admirably adapted to driving dynamos. The accompanying engraving of a section of the Chicago Arc Light & Power Co.'s plant illustrates the arrangement adopted for driving the dynamos, fourteen in number, the power being furnished by three Williams engines of 500 horse-power each, now manufactured at the new Williams Engine Works, Beloit, Wis.

It will be observed that each sheave on the main shaft drives two dynamos tandem, which, by means of an Eclipse friction clutch, can be connected with, or disconnected from, the main shaft, no matter at

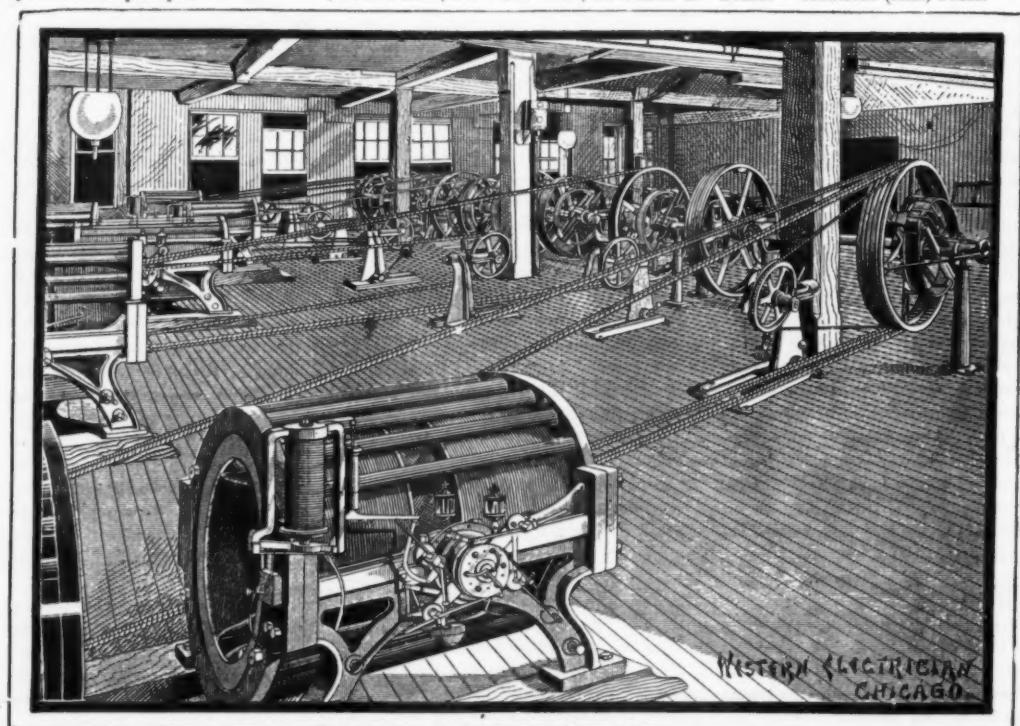
There is difference of opinion among experts in regard to the kind of ropes best adapted to this purpose. In Europe, "cotton ropes are very successfully used when treated weekly with a compound of pitch, wax and lampblack;" in this country some parties use those made of "the best quality of Russian hemp laid in tallow;" others prefer those made of rawhide. Common manilla and wire rope are also used to some extent.

Mr. Seymour says: "Probably the most satisfactory rope for driving is composed of manilla whose fibres have been treated with an emulsion in the process of manufacture, which effectually prevents the internal wear and lessens the friction of the fibres upon themselves when passing around the sheaves. Such a rope needs no after application to make it pliable, and after a few months' usage becomes glazed on its bearings, when all external wear apparently ceases."

Proper rope driving is of so recent date in this country, that no reliable data are available regarding its life. Judging from the appearance of some ropes which have run over three and a-half years, transmitting more than twice their rated capacity, the life of a rope would not be less than seven years."

Mr. Seymour says in closing his paper: "The advantages of manilla rope transmission are: Small first cost. Slight attention required. Close alignment unnecessary. Transmission of large amount of power in small space. Adjustability to transmission at any angle in any direction, and any ordinary distance without serious loss from friction."

YESTERDAY afternoon a Press reporter with a number of other guests were invited to 6 o'clock dinner with President Preston Lea, of the Piedmont Land Improvement Co. A more sumptuous feast was never spread before mortal man. * * Mr. Lea arose and said: "I propose the health of the MANUFACTURERS' RECORD. May it live long, and prosper as the foremost promoter of the prosperity of the South."—Anniston (Ala.) Press.



ROPE TRANSMISSION OF POWER.

By the new system a single endless rope passes around the driving and driven sheaves as many times as may be necessary to secure transmission of the power desired. The folds of the rope are kept uniformly taut by a simple contrivance that automatically increases or diminishes tension as the rope is made longer or shorter by atmospheric influences.

what speed it may be revolving. The shafting, stands, sheaves and friction clutches for this plant were supplied by the Eclipse Wind Engine Co., Beloit, Wis.

Experience has demonstrated that the grooves in the sheaves should be V-shaped, with angles not more than 45 nor less than 60 degrees.

*Scientific American, December 7th 1889.

MR. JOSIAH ROSS, of Buffalo, N. Y., manufacturer of wood-working machinery, sends out a catalogue embracing a list of machinery produced at his works. His new cylinder driving device in two sizes, viz, the Pony and the Champion, are complete in their respective parts. The improved buzz planer, Acme double surfacing machine, improved swing or slash saw and Gem siding and re-saw are among some of his numerous recent improvements.

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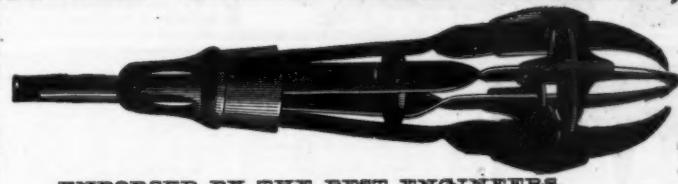
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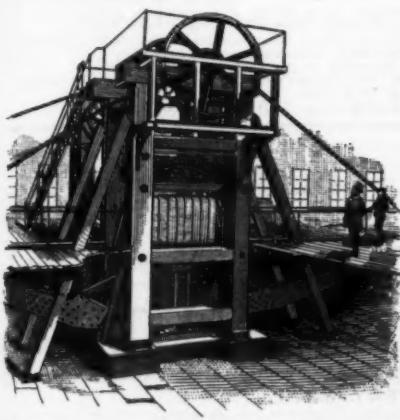
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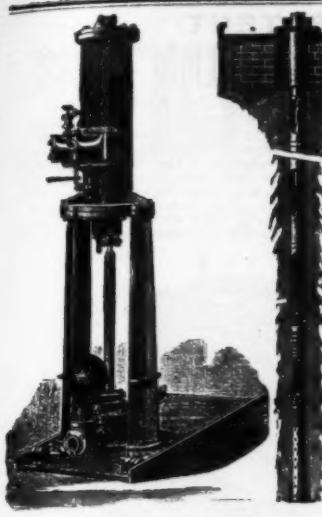
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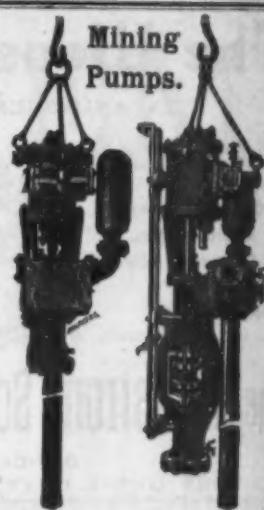
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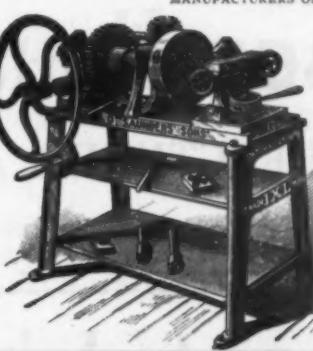
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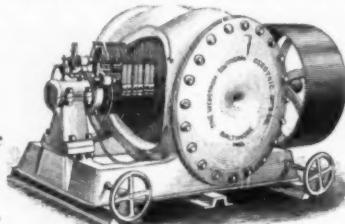
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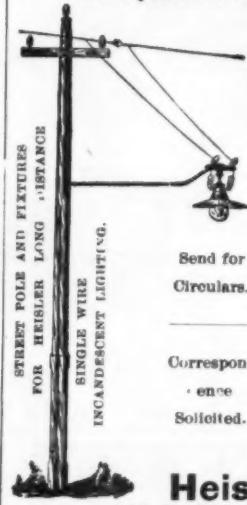
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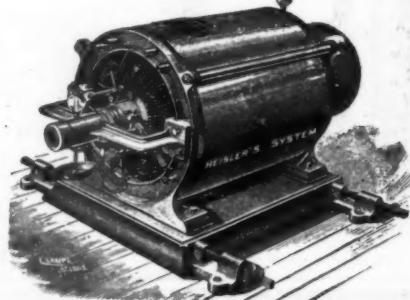
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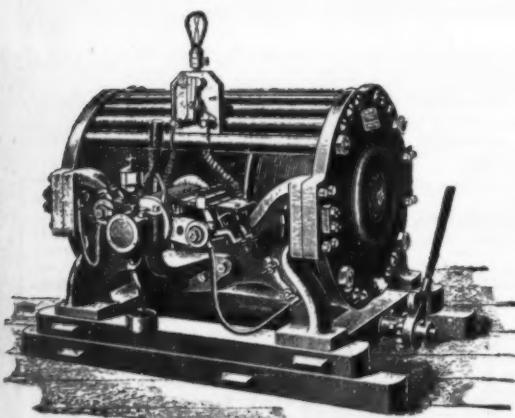
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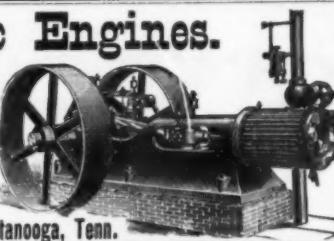
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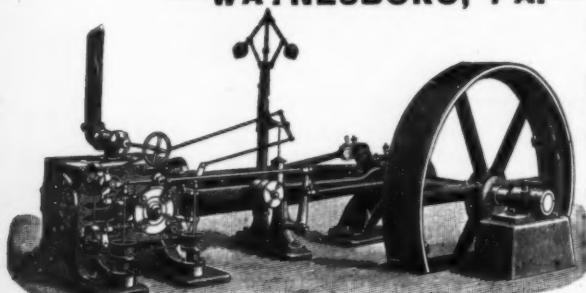
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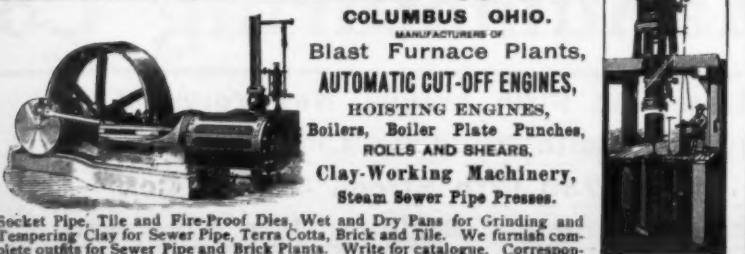
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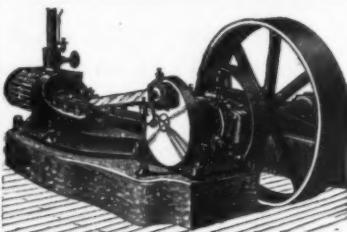
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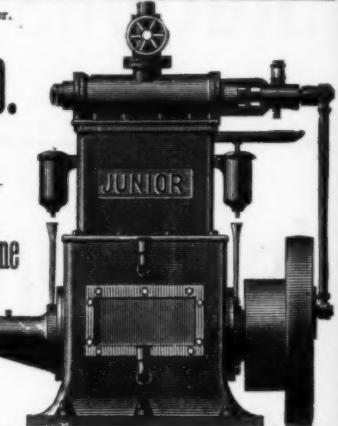
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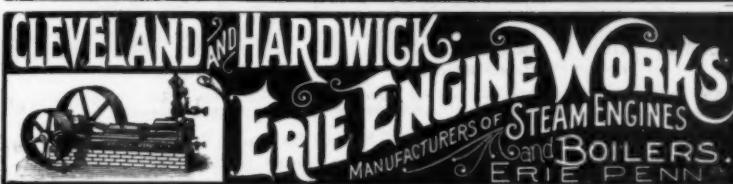
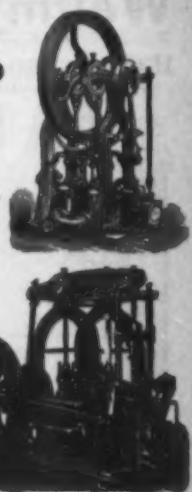
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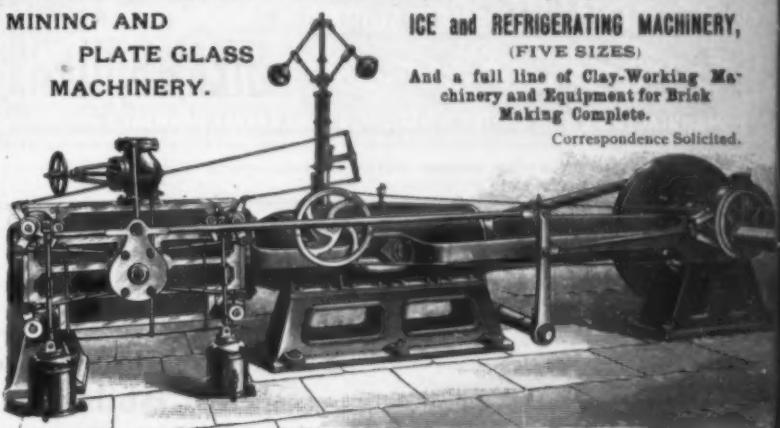
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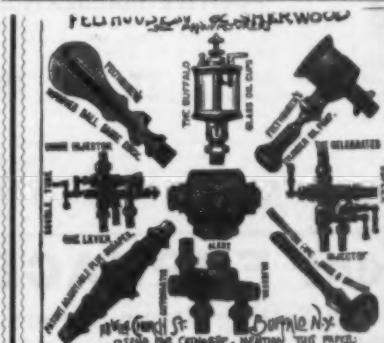
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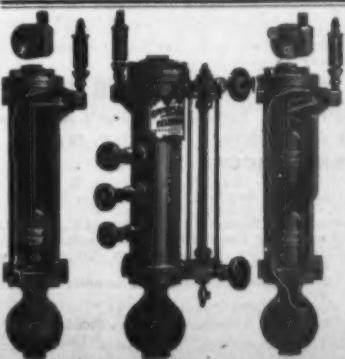
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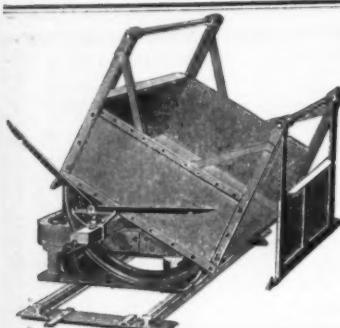
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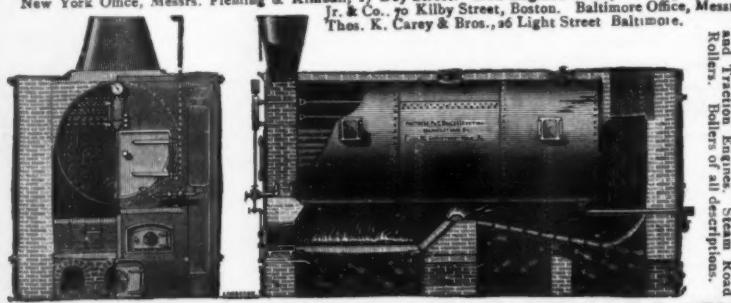


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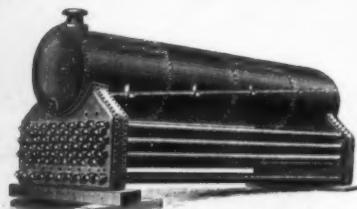
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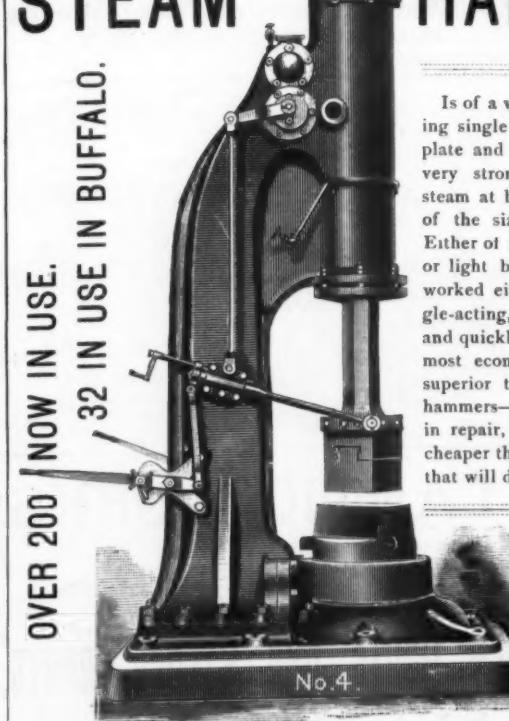
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Southern Railroads.

An Important Road.

The Chesapeake & Ohio Railroad Co. proposes to build an extension of its system under the name of the Potomac & Piedmont Railway, so as to give it a direct line into Washington. The bill which has been introduced for the charter of this road authorizes the Chesapeake & Ohio Co. to construct or acquire by purchase or otherwise, and to maintain and operate and mortgage, a branch of its railway from any point on its present lines east of the Blue Ridge mountains to Alexandria or Quantico, or any other point on the Potomac river, by such route as the company may select. The incorporators are M. E. Ingalls, of Cincinnati; C. H. Coster and Samuel Spencer, of New York, and W. J. Robertson and T. O. Barbour, of Virginia. By the provisions of the bill the projectors of the new road may merge or consolidate with any connecting railroad or railway company or companies upon such terms as may be agreed upon. The capital stock shall not be less than \$100,000, and may be increased to \$5,000,000. It also provides that the construction of the road shall begin within two years from the 1st of March, 1890, and be completed within five years.

The Chesapeake & Ohio now gets its passengers and freight to Washington from Charlottesville via the Virginia Midland, and the two cannot always make their schedules to suit each other. With the new line to connect with the Pennsylvania Road near the Potomac river, the Chesapeake & Ohio can arrange schedules to suit both their Western and Northern business.

FROM the Railway Age we compile the following, showing the railway mileage of each State and Territory January 1, 1890:

State.	Miles.	State.	Miles.
Illinois.....	10,079	Arkansas.....	2,112
Kansas.....	8,815	Massachusetts.....	2,083
Texas.....	8,494	New Jersey.....	2,054
Iowa.....	8,455	Montana.....	1,940
Pennsylvania.....	8,417	Washington.....	1,717
New York.....	7,792	Louisiana.....	1,615
Ohio.....	7,759	Oregon.....	1,446
Michigan.....	6,739	Maine.....	1,341
Indiana.....	6,013	West Virginia.....	1,339
Missouri.....	6,001	New Mexico.....	1,321
Minnesota.....	5,519	Maryland & D. C.	1,214
Wisconsin.....	5,440	Utah.....	1,199
Nebraska.....	5,040	Indian Territory.....	1,149
Dakota.....	4,547	New Hampshire.....	1,125
Georgia.....	4,277	Arizona.....	1,095
California.....	4,247	Connecticut.....	1,012
Colorado.....	4,122	Vermont.....	959
Virginia.....	3,188	Wyoming.....	949
Alabama.....	3,116	Nevada.....	948
North Carolina.....	2,793	Idaho.....	917
Kentucky.....	2,754	Delaware.....	315
Tennessee.....	2,651	Rhode Island.....	214
Florida.....	2,433		
Mississippi.....	2,417		
South Carolina....	2,127	Total miles U. S. 161,270	

THE Railway Guide for 1890 says: "The city of Denison, Tex., is destined to become one of the leading commercial and manufacturing centers between Kansas City and the Gulf, there is no longer room to doubt. The water supply is unlimited in quantity and of the very finest quality, with Red river and the famous Washita near by to supplement the local supply. The extensive coal mines at McAlister, Lehigh, Caney Creek and Colgate pour their immense outputs of coal into the city of Denison."

V. D. GRONER, Gen. Agt.

Railroad Construction

Abbeville, La.—Railroad.—The town of Abbeville has voted a five-mill tax for 10 years to aid the construction of the Kansas City, Louisiana & Gulf Railroad.

Aberdeen, Miss.—Railroad.—A movement is on foot to build a line of road to Chattanooga, Tenn., or Sheffield, Ala. \$50,000 is asked of Aberdeen.

Abilene, Texas—Railroad.—A railroad is projected to Anson, Texas, a distance of 25 miles.

Alexandria, Va.—Railroad.—A bill has been introduced into the legislature to incorporate the Alexandria Railway & Improvement Co.

Americus, Ga.—Railroad.—The Savannah, Americus & Montgomery Railroad Co. is reported as widening its gauge.

Arcadia, Fla.—Railroad.—The Arcadia Phosphate Co. is building a railroad to its works about one mile from town.

Asheville, N. C.—Railroad.—The election recently mentioned to decide as to whether Buncombe county shall vote an issue of \$400,000 of bonds to aid, among other railroad enterprises, the Atlanta, Asheville & Baltimore Co., will occur on April 8.

Augusta, Ga.—Railroad.—The Charleston Construction Co. (office, Charleston, S. C.) is reported as having secured the contract for building the projected Augusta Air Line Railroad to Charleston.

Birmingham, Ala.—Railroad.—The Birmingham & Tennessee River Railway & Navigation Co. has been incorporated with a capital stock of \$1,000,000 by John F. Douglass, James I. Conway, Henry D. Capers and others, to build a railway from Guntersville, Ala., to Birmingham.

Corpus Christi, Texas—Railroads.—E. H. Ropes, president, states that the Port Aransas Co., in addition to building the street railway recently reported, will also build a rapid transit line to the site of the hotel mentioned elsewhere in this issue as to be erected, and further, that the company will construct the Deep Water Terminal Railroad to Aransas Pass via Mustang Island. The latter road is to be about 25 miles in length.

Decatur, Ala.—Railroad.—It is stated that work on the Decatur, Chesapeake & New Orleans Railroad, recently reported, will commence on January 20.

Denton, Md.—Railroad.—Grading on the Baltimore & Eastern Shore Railroad, previously reported, in Carroll county has been commenced.

Dermott, Ark.—Railroad.—E. P. Reynolds & Co., Wymore, Neb., are said to have received the contract for building 67 miles of the Missouri Pacific Railway Co.'s extension to Monroe, La., previously reported.

Elberton, Ga.—Railroad.—The Georgia, Carolina & Northern Railroad Co. (office, Monroe, N. C.), previously mentioned, has located its road from Athens to Elberton, and grading will commence at once.

Elberton, Ga.—Railroad.—Surveys will shortly be made on the Union Point, Woodstock & Elberton Railroad. Col. McPherson can give information.

Fort Worth, Texas—Street Railway.—P. P. Ford has secured the contract for building the Chamberlain Investment Co.'s street railway recently mentioned.

Fort Worth, Texas—Street Railway.—The Fort Worth & Arlington Heights Street Railway Co. has been incorporated with a capital stock of \$300,000.

Fort Worth, Texas—Electric Railway.—It is reported that J. C. Avery, New York city; S. B. Carter, Newburyport, Mass., and others, reported last week as having purchased land, contemplate the construction of an electric motor line.

Galveston, Texas—Railroad.—It is reported that the Galveston & Western Railroad Co. will extend the Texas-Mexican Railroad to a connection with the Mexican National Road.

Guntersville, Ala.—Railroad.—It is reported that the Tennessee & Coosa Railroad has practically passed into the control of the Southern Iron Co. (office, Nashville, Tenn.), which, it is said, will build it at once from Gadsden to the Tennessee river. The newly-elected directors are Nathaniel Baxter, Jr., John P. Williams, T. Fletcher, A. M. Shook, T. T. Hillman, Geo. L. Morris, Wm. Richardson, W. F. Foster and S. K. Rayburn.

Hampton C. H.—Tram-road.—Mauldin & Son, mentioned elsewhere in this issue as to erect a saw mill, will also build a tram-road.

Hillister, Texas—Tram-road.—Arthur Hutchins, of Nona, contemplates building a tram-road.

Homer, La.—Railroad.—It is stated that work will shortly begin on the extension of the Louisiana, North & South Railroad from Homer 60 miles north into Arkansas.

Homer, La.—Railroad.—The Louisiana & Northwestern Railroad Co. has been incorporated with a capital stock of \$3,000,000.

Jackson, Tenn.—Railroad.—The city of Jackson will be asked to subscribe \$75,000 to the Bir-

mingham, Jackson & Kansas City Railroad, mentioned last week.

Little Rock, Ark.—Railroad.—The Camden, Louisiana & Sabine Pass Railway Co. has been incorporated with a capital stock of \$3,000,000 by A. S. Morgan, W. E. McKee, C. K. Zilten, J. B. Friedheim, H. P. Smead, S. Q. Zenier, of Camden, Ark.; K. G. McRae, of Mount Holly, and A. C. Jones, of Three Creeks. A. S. Morgan is president and S. Q. Zenier, secretary. The road will extend 50 miles from Camden to the Arkansas and Louisiana State line via Ouachita, Union and Columbia counties, with a right to construct an extension through Louisiana and Texas to Sabine Pass, Texas.

Little Rock, Ark.—Railroad.—E. P. Reynolds & Co., Dermott, Ark., have secured the contract for constructing the Houston, Arkansas Central & Northern Railroad, reported last week.

Little Rock, Ark.—Railroad.—The Mississippi & Little Rock Railway Co. has been incorporated with a capital stock of \$1,000,000 by P. C. Dooley, Little Rock; S. L. Starr, Fairmount; George R. Brown and Oscar Davis, Little Rock, and others. P. C. Dooley is president. The road is to be 61 miles in length and extend from Little Rock eastward to a point on the St. Louis, Arkansas & Texas Railroad about half way between the Little Rock & Memphis and the former's Little Rock branch.

Marietta, Ga.—Railroad.—It is reported that the Marietta & North Georgia Railway Co. will be made standard gauge from Tate to Blue Ridge, Ga., a distance of 42 miles.

Memphis, Tenn.—Railroad.—The report of last week, stating that the Memphis & Charleston Railroad Co. would construct 10 miles of side-tracks, is denied by R. B. Pegram, the superintendent.

Memphis, Tenn.—Dummy Line.—The property of the Prospect Park & Belt Railway Co., lately mentioned, has been sold to Thomas T. Duffin for \$55,000.

Meridian, Miss.—Railroad.—The Meridian & Tuscaloosa Railroad Co. has been incorporated by W. F. Glover, C. W. Robinson, W. H. Hardy, J. H. Knighton and W. N. Horn. W. F. Glover is president. This is the road rumored last week as to be built to the Tombigbee river.

Nashville, Tenn.—Electrical Railway.—The Citizens' Rapid Transit Railway Co., mentioned last week, will at once commence construction on a 5-mile electrical railway.

Nashville, Tenn.—Railroad.—It is reported that the construction of a railroad from Birmingham, Ala., through Nashville via Decatur and Fayetteville to a connection in Kentucky with the Chesapeake & Ohio Railroad, will commence in less than three months. Dr. Wm. Morrow, of Nashville, states that he will convert the Overland Dummy line into a belt railroad in order to afford the projected road access into Nashville.

New Berne, N. C.—Railroad.—The city of New Berne has decided by vote to subscribe \$30,000 to the capital stock of the East Carolina Land & Railway Co., previously reported. The railroad to be built will extend to a connection with the Wilmington, Onslow and East Carolina railroad, under construction, to Jacksonville. Washington Bryan can give particulars.

Orlando, Fla.—Railroad.—The Tavares, Apopka & Gulf Railroad has been sold to Henry H. Jackson and associates, of New York city, for \$100,000. The sale was made to satisfy the Central Trust Co.'s claim.

Punta Gorda, Fla.—Street Railway.—The construction of a street railway is being agitated.

Richmond, Va.—Electric Railroad.—The Southwest Land & Improvement Co. contemplates building an electric railway.

Richmond, Va.—Street Railway.—A bill has been introduced into the Virginia legislature to incorporate the Georgetown & Falls Church Railroad Co. with a capital stock of not less than \$300,000 or more than \$1,000,000.

Richmond, Va.—Street Railway Consolidation. Bills have been introduced into the legislature having for their object the consolidation of the Richmond Union Passenger Railway Co., the Richmond City Railway Co. and the Richmond & Manchester Railway Co. into one company, to be known as the Richmond Railway & Electric Co.

Richmond, Va.—Railroad.—A bill has been introduced into the Virginia legislature to incorporate the Caroline Railway Co. for the purpose of constructing a railroad from Millford Station to Port Royal, a distance of about 10 miles. The capital stock not less than \$100,000 or more than \$200,000.

Richmond, Va.—Railroad.—A bill has been introduced into the Virginia legislature to incorporate the Potomac & Piedmont Railway Co. with M. E. Ingalls, president Chesapeake & Ohio, Cincinnati; C. H. Coster and Samuel Spencer, New York city; W. J. Robertson and T. O. Barbour, of Virginia, as incorporators. The road is to extend from the Potomac river to the Chesapeake & Ohio Railroad Co.'s lines east of the Blue Ridge mountains. The capital stock is to be not less than \$100,000 or more than \$5,000,000. It is understood that this is intended to furnish a direct line for the Chesapeake & Ohio Railroad into Washington.

Roanoke, Va.—Railroad Yards.—The Norfolk & Western Railroad Co. contemplates the extension of its freight yards.

Savannah, Ga.—Rolling Stock.—It is probable that the Central Railroad & Banking Co. of Georgia will increase its rolling stock considerably. Cecil Gabbett is general manager.

South Pittsburg, Tenn.—Street Railroad.—The South Pittsburg Street Railroad Co. has been incorporated.

Stanford, Ky.—Street Railway.—A street railway to Rowland is projected.

Sutton, W. Va.—Tram-road.—James Curtin is building a tram-road.

Tallahassee, Fla.—Street Railways.—The Tallahassee Suburban Land Co., mentioned elsewhere in this issue as incorporated, has the privilege of constructing and operating street railways.

Tarboro, N. C.—Logging Railroad.—It is reported that the Martin County Lumber Co. will build a logging railroad.

Thomasville, Ga.—Railroad.—It is stated the Florida Central & Peninsular Railway Co. (office, Jacksonville, Fla.) will extend its road to Thomasville.

Trenton, Ga.—Dummy Railroad.—Application is reported to have been made for incorporation of a company to build a dummy railroad to Wauhatchee, Tenn., via New England City and Morganville.

Troy, Ala.—Railroad.—The Central Railroad & Banking Co. of Georgia (office, Savannah) contemplates, it is stated, laying the track between Troy and Union Springs with 56-pound steel rails.

Valdosta, Ga.—Railroad.—It is stated that the Florida Midland & Georgia Railroad, mentioned last week, will be still further extended to Deadman's Bay, Fla. The Georgia & Florida construction Co. can give information.

Walnut Ridge, Ark.—Street Railway.—The Walnut Ridge & Hoxie Street Railway Co. is building a railway 1½ miles in length.

Washington, D. C.—Railroad.—The Washington & Western Railroad Co., recently mentioned as incorporated, contemplates constructing a line of road from a point on the Potomac river near Washington to a connection with the Shenandoah Valley Railroad.

Washington, D. C.—Railroad.—A bill has been introduced into Congress for the incorporation of the Columbia Central Railway Co. to build an extension of the Baltimore & Drum Point Railway into Washington. M. C. Mengis, Frank Brown and others are the incorporators.

Wheeling, W. Va.—Street Railroad.—A motor line is contemplated to McMechen. L. A. Rolf & Co. can give information when anything is done.

THE Roseland Coal & Iron Co., of Waynesboro, Va., offer for sale in our advertising columns \$200,000 of 6 per cent. first mortgage bonds on very extensive iron ore property and valuable town-site lands near Waynesboro Junction, Va. With each \$500 bond (subscriptions for which are payable in installments) the company offers a bonus of \$500 of stock and a town lot. The president of the company is the distinguished Gen. Rosecrans, now Registrar of the United States Treasury, and who is, moreover, a mining engineer. Gen. Rosecrans states that he has carefully examined this iron property, and that it is exceedingly valuable. The quantity of ore is practically inexhaustible, and the quality is, he says, very high. It is easily mined, and its proximity to Waynesboro Junction, one of the most attractive town sites to be found, where the Chesapeake & Ohio and Shenandoah Valley railroads cross, greatly enhances its value. Other large iron properties near Waynesboro are being developed, and several companies have been formed for active work. It is proposed to sell these Roseland bonds for the purpose of developing this property on a large scale, and for laying out and building a town. Waynesboro Junction was said several years ago by Mr. Jacob Reese, the patentee of the Basic steel process, to be one of the best places in the United States to establish Basic steel works, but at that time he was in litigation over the patents, and had to abandon his idea of building a plant at this place.

ADVERTISERS wishing to reach the manufacturers of all classes, mining companies, steel, iron and hardware dealers of the entire South cannot find a better medium than the MANUFACTURERS' RECORD.

Southern Financial News.

NEW BANKS.

Apalachicola, Fla.—Pensacola parties are reported as contemplating opening a bank.

Atlanta, Ga.—A bank with a capital of \$100,000 is reported to as to commence business in April.

Birmingham, Ala.—The People's Co-operative National Bank has been incorporated with a capital stock of \$10,000,000 by Samuel Ullman, Maurice Eisenberg and others as a building and loan institution.

Cadiz, Ky.—The Trigg County Farmers' Bank has been incorporated.

Clinton, Ky.—A bill to charter the Hickman County Banking & Trust Co. has been introduced into the legislature.

Columbus, Ky.—A bill to incorporate the Columbus Bank is before the legislature.

Easley, S. C.—The starting of a bank is being talked of. Thomas K. Hudgens can give information.

Elkton, Ky.—A bill to incorporate the Farmers & Merchants' Bank has been introduced into the Kentucky legislature.

Franklin, Ky.—A bill has been introduced into the legislature to incorporate the Simpson County Bank.

Greenville, S. C.—It is reported that the Edgefield County Alliance contemplates establishing a bank with a capital of \$100,000.

Greenup, Ky.—A bill to incorporate the Farmers & Merchants' Bank has been introduced into the legislature.

Henderson, Ky.—The Planters' State Bank has been incorporated.

Huntsville, Texas.—The Gibbs National Bank has been organized with a capital stock of \$50,000. W. S. Gibbs is president and G. A. Wynne, cashier.

Middlesborough, Ky.—A bill has been introduced into the Kentucky legislature to incorporate the Bank of Discount and Deposit.

Montezuma, Ga.—The organization of a bank by the Alphaha Farmers' Alliance is being talked of.

Nicholasville, Ky.—The Farmers' Exchange Bank has been incorporated.

Paducah, Ky.—Bills have been introduced into the Kentucky legislature to incorporate the Paducah Safe Deposit & Trust Co. and the Kentucky Safety Vault & Trust Co. of Paducah.

Piedmont, Ala.—The Bank of Piedmont, reported last week, has been incorporated with a capital stock of \$50,000 by Preston Lea, of Wilmington, Del.; J. H. Ledbetter, of Anniston; the Piedmont Land & Improvement Co. and others as incorporators.

Quitman, Ga.—It is reported that the Farmers' Alliance may start a bank.

Radford, Va.—The banking house previously reported will probably be changed into a State bank.

Tampa, Fla.—The Hillsborough County Bank, previously rumored, has been organized with W. S. McPheeters as president and D. B. Barnes as cashier.

Union Springs, Ala.—A national bank is reported as having been started.

Washington, D. C.—A bill has been introduced to incorporate the Union Trust Co. George S. Boutwell, James G. Berret, Samuel B. Phillips and others are the incorporators.

Waynesboro, Va.—It is reported that Rosenberger, Shirley & Co., New Market, Va., will open a bank.

Williamsburg, Ky.—A bill to incorporate the Williamsburg Banking Co. has been introduced into the legislature.

A syndicate is reported to have been formed for the purpose of guaranteeing the \$22,500,000 new 4 per cent. Missouri, Kansas & Texas Railway Co.'s first mortgage bonds to its holders of 5 and 6 per cent. general mortgage bonds under the Olcott reorganization plan.

Albany, Ga.—The city of Albany has voted to issue \$50,000 of bonds for the purpose of constructing water works.

Americus, Ga.—The Bank of Southwestern Georgia and the Bank of Americus have declared semi-annual dividends of 5 per cent.

Americus, Ga.—The People's National Bank has declared a dividend of 12 per cent.

Atlanta, Ga.—The Merchants & Mechanics' Banking & Loan Co. will increase its capital from \$100,000 to \$250,000.

Baltimore, Md.—The Howard Bank, recently organized, has decided to become a national bank, to be known as the National Howard Bank.

Baltimore, Md.—The Potomac Fire Insurance Co. has declared a semi-annual dividend of 3 per cent.; the National Fire Insurance Co., a dividend of 2½ per cent.; the National Farmers' & Planters' Bank, a 5 per cent. semi-annual dividend; the Firemen's Insurance Co., a semi-annual dividend

of 3 per cent.; the Baltimore Warehouse Co., a 3 per cent. semi-annual dividend; the Mercantile Trust & Deposit Co., a 2 per cent. semi-annual dividend; the Safe Deposit & Trust Co., a semi-annual dividend of 5 per cent.

Centreille, Md.—Twelve thousand dollars of the Centerville Water Works bonds have been sold.

Charleston, S. C.—The Central National Bank has declared a dividend of 10 per cent.

Chase City, Va.—The Bank of Chase City has declared a semi-annual dividend of 4 per cent.

Clifton Forge, Va.—The Alleghany Bank, recently reported, has been incorporated with O. Hileman, president, and J. L. Page, cashier.

Cloverport, Ky.—The Breckinridge Bank has declared a semi-annual dividend of 4 per cent.

Dallas, Texas.—The City National Bank has declared a semi-annual dividend of 6 per cent.

Edgefield C. H., S. C.—The Farmers' Loan & Savings Bank has been organized with a capital stock of \$100,000, by A. E. Padgett, of Delphi; G. D. Walker, of Ridge Spring, and others.

Fort Payne, Ala.—The New England Loan & Trust Co., with a capital of \$100,000, has been organized by Hon. D. H. Goodell, J. W. Spaulding and others.

Fort Worth, Texas.—The City National Bank has increased its capital stock to \$300,000.

Fulton, Ky.—The Farmers' Tobacco Bank has declared a dividend of 4 per cent., with a reserve of 2 per cent.

Gadsden, Ala.—The First National Bank has declared a dividend of 6 per cent.

Guntersville, Ala.—The Bank of Guntersville has declared a dividend of 12 per cent.

Henderson, Ky.—The Henderson National Planters' Bank and the Planters' National Bank, have declared a semi-annual dividend of 6 and 4 per cent. respectively.

Houston, Ky.—The Hustonville National Bank has declared a semi-annual dividend of 3 per cent.

Houston, Texas.—The Commercial National Bank has declared a semi-annual dividend of 4 per cent.

Macon, Ga., will issue \$200,000 of bonds, for paving, paving and sewer streets.

Memphis, Tenn.—The Lilly Carriage Co. has declared a dividend of 12 per cent.

Memphis, Tenn.—The Manhattan Savings Bank & Trust Co. has declared a 3 per cent. dividend.

Middletown, Md.—The Valley Savings Bank has declared a semi-annual dividend of 3 per cent.

Moundsville, W. Va., is considering the issuance of \$20,000 of bonds for brick paving.

Nashville, Tenn.—It is reported that the Mutual Life Insurance Co., of Milwaukee, Wis., will start a branch agency and loan \$1,000,000 on real estate.

Norfolk, Va.—The Exchange National Bank has declared a dividend of 5 per cent.

Norfolk, Va.—The Norfolk National Bank has declared a semi-annual dividend of 3 per cent.

Paris, Tenn.—The Commercial Bank has declared a semi-annual dividend of 5 per cent.

Salisbury, N. C.—The Salisbury Cotton Mills have declared a dividend of 5 per cent.

Savannah, Ga.—The Savannah Fire & Marine Insurance Co. has declared a dividend of 2½ per cent.

Stanford, Ky.—The Lincoln County Building & Savings Association has declared a semi-annual dividend of 4 per cent.

Stanford, Ky.—The Lincoln National Bank has declared a dividend of 3 per cent.; the First National Bank, one of 3 per cent.

The Benwood Iron Works, Benwood, W. Va., contemplate increasing its capital stock from \$500,000 to \$650,000.

The issuance of \$200,000 of bonds for public improvements by Atlanta, Ga., is talked of. The mayor can give information.

The Matthews Cotton Mills, Selma, Ala., have authorized the issue of \$15,000 of first mortgage bonds.

The New Basin Canal & Shell Road Co., of New Orleans, La., will ask the legislature for authority to issue bonds, payable in 50 years, with 5 per cent. interest, for the repairing of its canal.

Washington, D. C.—The American Ice Co. has declared a semi-annual dividend of 4 per cent.

Wheeling, W. Va.—The Laughlin Nail Co. has declared a dividend—information as to amount refused; the Mingo Steel Co., a 2 per cent. dividend.

Winston, N. C.—The People's National Bank has been organized with a capital stock of \$150,000, by J. C. Buxton, Frank Miller and others.

Winnsboro, S. C.—The Winnsboro National Bank has declared a 5 per cent. semi-annual dividend.

Winchester, Ky.—The Clark County Bank has declared a semi-annual dividend of 5 per cent.; the Citizen's Bank, a dividend of 3 per cent., and the Winchester Bank, a dividend of 5 per cent.

Active Times at Middlesborough—A \$1,000,000 Bank.

[Special Dispatch to MANUFACTURERS' RECORD.]

MIDDLESBOROUGH, KY., Jan. 14, 1890.

A 12-foot solid seam of finest coking coal has just been opened on Mingo mountain. Private transactions in real estate for first two weeks of the year have been very large, at an advance of 10 per cent. over January 1st value. The town

company will resume selling at private sale about February 1st. The Middlesborough Hotel will open in two weeks. The cash receipts for freight at Middlesborough during December by Louisville & Nashville Railroad exceeded \$20,000, and were greater than at any other place on the L. & N. system excepting the large cities of Louisville and Birmingham. The South National Building & Loan Association, with an authorized capital of \$10,000,000, has just been organized, and the Coal & Iron Bank of Middlesborough, with a capital of \$1,000,000, has been incorporated as a financial department of the Middlesborough Town Co.

THE new year opens with the South enjoying greater activity and with brighter prospects for the future than this section has ever known before. The grand triumphal march of progress has led the South up to a high elevation, from which it can look forward to the brilliant prospects ahead. No one has helped to produce this result more than Mr. R. H. Edmonds, editor of the MANUFACTURERS' RECORD, of Baltimore.—Sawards Coal Trade Journal, New York.

Baltimore Stock Exchange Quotations.

Reported by ALEXANDER BROWN & SONS, Bankers, Baltimore.

BALTIMORE, Jan. 9, 1890.

BID. ASKED.

Virginia 6's Consols C	40	66 1/4
Virginia 3's, new	66	97
N. Carolina 4's	96	133
Norfolk Water 8's, C	131 1/2	133
Ga. Car. & N. 5's	103 1/2	103
Wil. Col. & Aug. 6's	128 1/2	119
Atlanta & Charlotte	90	90 1/2
Atlanta & Char. 1st, 7's	120	121
Atlanta & Char. income 6's	104 1/2	104 1/2
Col. & Green, 1st, 6's	81	82
Col. & Green, ad, 6's	81	82
Va. Midland, 5th, 5's	117 1/2	118
Char. C. & Aug. 1st, 7's	100 1/2	100 1/2
Char. C. & Aug. ad, 7's	119	120
West. Va. Central 1st, 6's	108 1/2	108 1/2
Ga. Pacific 1st, 6's	110 1/2	110 1/2
Ga. Pacific ad	80 1/2	81
Cape Fear & V. Valley 6's, A	107	103
Cape Fear & V. Valley 6's, B	102	103

Foreign Exchange Quotations.

ALEXANDER BROWN & SONS.

BALTIMORE, Jan. 9, 1890.

Bank of England Rate 6 per cent.	
Sterling quiet Selling.	Commercial.
60 days 482 1/2	480 1/2 to 480 1/2
3 days 486 1/2	
Francs—	Commercial.
Selling.	524 1/2 to 525 1/2
60 days 520 5/8	
3 days 518 1/2	
Reichmarks—	
Selling.	Commercial.
60 days 94 1/2	93 1/2
3 days 95 1/2	94 1/2
Guilders—	
Selling.	Commercial.
60 days 40 1/2	39 1/2
3 days 40 1/2	39 1/2

ADDITIONAL CAPITAL SECURED For Manufacturers and Others.

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Our MANUAL OF INVESTMENTS, the largest publication of the kind published by any banking house in the United States, may be had upon application by parties interested.

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It pays special attention to the organizing of companies based on first-class industrial enterprises, and obtaining the capital therefor. Correspondence solicited.

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Government, State, County, City, Town, Railroad and Water Company Bonds. Choice Municipal and Corporation Bonds, suitable for Trust Funds.

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NEW YORK CITY.
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8% REAL ESTATE BONDS. 8%

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25% Special Deposit Additional Security With American Loan & Trust Co.

6% Improved Business Property Bonds. 6%Office and Banking Building, with 50 per cent. stock bonus.
Other Choice Investments yielding 6 per cent., and Upwards.

Send for monthly circular, pamphlets, references and papers.

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Capital \$500,000.

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GENERAL AGENT,

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An Unequalled Investment.**Roseland Coal & Iron Co.**

OF

WAYNESBORO, VA.Of which **GEN. W. S. ROSECRANS**, Registrar of the United States Treasury is President, offers for Sale for a short time**\$200,000 of 6 per ct. Bonds**

SECURED BY

First Mortgage on more than 3,000 Acres of the Finest Iron Ore Property in America, and a large amount of Town Site Property.

*** AN UNPRECEDENTED OFFER. ***

With each \$500 Bond the Company will give \$500 of Stock and a Town Lot near Waynesboro Junction, the finest town site in Virginia. This is one of the most attractive offers ever made to investors.

Subscriptions to Bonds are Payable in Installments.

The proceeds of the sale of bonds are to be used in laying out and improving a town and developing the iron ore property. Shipments of ore are now being made. The ore lands cover more than 3,000 acres of a solid mountain of rich ores, yielding in inexhaustible quantities the finest ores, suitable for making all grades of iron. There is no place in the country where high grade ores can be more easily mined.

The wonderful development of Virginia towns, and the great boom that is spreading over the whole State, make this opportunity to secure a safe 6 per cent. bond, at par, with a bonus of \$500 of stock and a town lot, an unequalled offer.

FOR FURTHER PARTICULARS ADDRESS

The Roseland Coal & Iron Co.**WAYNESBORO, VA.**

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

*Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.

In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Anniston—Rolling Mill.—The Anniston Rolling Mills Co. has been organized by Robert Frazer, S. E. Noble, J. M. McLeroy, D. T. Parker and others to build the 50-ton rolling mill lately mentioned. Mr. Frazer can give particulars.

Bessemer—Iron Furnaces.—H. M. McNutt, secretary of the Bessemer Land & Improvement Co., states that the De Bardeleben Coal & Iron Co. will build the two 125-ton iron furnaces lately mentioned.

Bibb County—Land.—The Gregory & Coe Lumber Co., of Stanton, has purchased 11,400 acres of land.

Birmingham—Coal Mines.—The Mary Lee Coal & Railroad Co., mentioned in last issue as negotiating for the building of an iron furnace at its mines, will open another mine at Lewisburg, increasing output to 1,200 tons daily.

Birmingham—Plaster Works.—F. S. Culver, of Nashville, Tenn., will organize a company to manufacture adamant plaster.

Birmingham—Trunk Factory.—Turner Bros. contemplate putting in their trunk factory machinery for the sawing of lumber and manufacture of boxes.*

Birmingham—Bridge.—J. R. Carter, city engineer, will shortly want bids for the construction of the new bridge at 21st street, lately mentioned.

Birmingham—Car Works and Rolling Mill.—W. H. Powell, of Belleville, Ill., has bought the car works and rolling mill of the Elyton Land Co. and will put in operation.

Birmingham—Coal Mines.—Isaac Price has leased the coal mines of the Sloss Iron & Steel Co. now being opened at Corduff.

Blossburg—Coal Mines and Coke Ovens.—E. M. Tutwiler has leased the coal mines of the Sloss Iron & Steel Co. and is building a large number of coke ovens.

Bozeman—Stacker Factory.—Marbury & Jones will enlarge their capacity for manufacturing lumber stackers.

Corona—Coal Mines.—The O'Brien Coal Co. will increase the output of its coal mines.

Cullman—Coal Mine.—It is stated that a coal mine has been discovered on the land of G. W. Parker and will be developed.

Easley—Iron Furnaces.—The Tennessee Coal, Iron & Railway Co. will, it is stated, repair its four coke iron furnaces.

Eufaula—Cotton Mill.—The Eufaula Cotton Mills has decided to increase its capital stock to \$200,000, probably to enlarge cotton mill previously mentioned as contemplated.

Florence—Bridge.—J. J. Mitchel, county judge, will receive bids until February 10 for the construction of an iron bridge across Cypress creek. It is to be about 180 feet long, with a roadway of 16 feet.

Florence—Lumber Mill.—The Iowa Land & Lumber Co., previously reported as contemplating increasing its capital stock, has increased same from \$10,000 to \$50,000 and changed its name to the Leftwich Lumber Co.

Gadsden—Coal Mine.—Smith Bros. have purchased a coal mine near Gadsden.

Gadsden—Car Works, &c.—It is reported that Eastern parties have secured large manufacturing and mining interests in Gadsden and are negotiating for the works of the Elliott Car Co.

Mobile—Dry-kilns.—Richard & Son and Hubbard Bros. are erecting dry-kilns.*

Montgomery—Wagon Factory.—The erection of a wagon factory is talked of.

New Castle—Iron Mines.—Capitalists have purchased, it is reported, 6 miles of iron ore land near New Castle and will develop.

Oneonta—Artesian Well.—The Ingram Land Co. will sink an artesian well and open and grade streets on its property.

Oxford—Cotton Mill.—The erection of a cotton mill is talked of.

Oxonoor—Iron Mine.—Charles Avent is to superintend the opening of a new iron mine.

Piedmont—Iron Furnace, Rolling Mill and Car-wheel Works.—Companies will be incorporated to build the iron furnace, rolling mill and car-wheel works reported in last issue. The Piedmont Land & Improvement Co. can give particulars.

Pratt Mines—Coal Mine.—The Tennessee Coal, Iron & Railroad Co. is reported as to open another coal mine.

Riverside—Timber Land.—The Lathrop-Hayden Lumber Co. has purchased 1,000 acres of pine timber lands.

Round Mountain—Iron Furnace.—The Elliott Pig Iron Co. has commenced the construction of a second iron furnace.

Sheffield—Electrical Works.—The Hall & Edwards Electrical Co., lately mentioned as organized, will move the machine works from Ohio to Sheffield, reported in our issue of December 28, 1889.

Sheffield—Machine Shops.—J. A. Galyon & Son, of Knoxville, Tenn., have contract for the erection of the buildings for the Sheffield Machine Co., as lately stated. They will include a 15-stall roundhouse, machine, blacksmith, wood-working and car-erecting shops. The cost will be about \$60,000.

Sheffield—Rolling Mill.—All the stock has been subscribed for the rolling mill reported in last issue and a site selected. The Sheffield Coal, Iron & Land Co. can give particulars.

Thomas—Iron Furnaces, etc.—The Pioneer Mining & Manufacturing Co. will erect two more blowing engines at its iron furnaces. It is building 50 additional coke ovens and will put in blast its new furnace about February 15.

Tuscaloosa—A bridge will probably be built across Snow's creek. The mayor can give information.

Tuscaloosa—Pottery.—H. H. Cribbs is erecting two 14-foot kilns at his pottery and will in the near future add the manufacture of fire-brick and terra-cotta.*

ARKANSAS.

Camden—Saw Mill.—It is stated that several floating saw mills will be built and launched on the Ouachita river. Captain Tennyson can give particulars.

Clayton—Saw Mill.—A. C. Pickard is putting a new carriage in his saw mill and making other improvements.

Fort Smith—Bridge and Machine Shops.—The bridge lately mentioned as to be built across the Arkansas river by the Missouri Pacific Railway Co. (office, St. Louis, Mo.) is estimated to cost \$500,000. The company will, it is stated, also build machine shops in Fort Smith.

Jasper—Saw Mill.—F. O. Boomer & Son will put a 36-inch circular saw and planer and matcher in their saw mill.*

Lamar—Gin.—The Cozart-Garner Mercantile Co. has been incorporated by J. R. Cozart, R. C. Garner and others with the privilege of conducting a cotton ginning business.

Little Rock—Foundry and Machine Works.—The Thomas Manufacturing Co. has been incorporated by D. H. Thomas, manufacturer of cotton presses; A. D. Thomas and B. L. Williamson to conduct a general foundry and machine works business. The capital stock is \$100,000.

Little Rock—Creamery—Chicago parties propose to start a creamery.

Paragould—Stave Factory.—The Brinkman Stave Co. has been incorporated with J. F. Brinkman as president. The capital stock is \$30,000.

Pendleton—Bridge—The Arkansas & Gulf Railroad Co. (office, Little Rock) will petition Congress for authority to build a bridge across the Arkansas river. The estimated cost of the bridge contemplated is \$350,000.

Texarkana—Publishing.—F. G. Wootten has commenced the publication of the Call.

FLORIDA.

Apopka—Phosphate Land.—B. F. Hampton and W. B. Lynch, of Gainesville, have purchased 350 acres of phosphate lands on Lake Tsala.

Arcadia—Phosphate Mines.—The Arcadia Phosphate Co. is reported as to increase the output of its mines.

Charlotte Harbor—Ice Factory.—F. J. Knight contemplates starting the ice factory lately mentioned.*

Mobile—Dry-kilns.—Richard & Son and Hubbard Bros. are erecting dry-kilns.*

Davenport—Sugar Mills.—Marsh land near Davenport is being drained, it is stated, for the purpose of establishing a sugar plantation and erecting a sugar mill. John King, of Kissimmee, is agent for the owner.

Gainesville—Vinegar Factory.—B. L. Baldwin, is erecting a building for the vinegar factory mentioned in last issue. The capacity will be 10 barrels daily.

Kissimmee—A Board of Trade is being organized.

Lakeland—Phosphate Mill.—The erection of a phosphate mill is talked of.

Ocala—Box and Furniture Factory.—Yonge Bros & Co., previously reported as contemplating adding a furniture factory to their novelty works, are now erecting a building for same, and will also put in cigar box machinery. Machinery has not yet been purchased.

Orange Park—Artesian Well.—Mr. Partridge, of Jacksonville, Fla., is sinking an artesian well.

Orlando—Fibre Factory.—Zen Adams contemplates moving his fibre factory from Sanford to Orlando.

Tallahassee—Furniture Factory.—B. W. Berry intends starting a furniture factory.

Tallahassee—Carriage Factory.—B. W. Berry will establish the carriage and wagon factory reported in last issue.

Tallahassee—WaterWorks, &c.—The Tallahassee Suburban Land Co., previously reported as organized, has been incorporated, with authority to construct and operate water, gas and electric-light works, &c. The capital stock is \$50,000.

GEORGIA.

Albany—Water Works.—The city has decided by a popular vote to issue \$50,000 of bonds for the construction of water works.

Americus—Planing Mill.—Luke & Hays, of Leslie, have purchased the planing mill of R. W. Stewart, and will put in some new machinery.

Americus—Publishing.—J. W. Furlow and others are organizing a stock company to publish a newspaper.

Athens—Furniture Factory.—A. K. Stevens, of Atlanta, and J. B. Turner are making efforts to organize a \$30,000 stock company to erect the furniture factory lately mentioned.

Athens—Rope Factory.—The Princeton Manufacturing Co., mentioned in last issue, has put machinery in its cotton mill for the manufacture of rope from waste.

Atlanta—Broom Factory.—The Lowry Banking Co. has purchased the broom factory of the Logan Brook Co.

Atlanta—Public Improvements.—It is proposed to issue \$200,000 of bonds for the parking, paving and sewerage of the streets in addition to the assessment of \$50,000 for that purpose.

Atlanta—Gas Plants.—The Southern Light & Fuel Gas Co. has been incorporated by W. B. Miles, J. R. Gramling, T. J. Hightower and others to manufacture the Bidelman and other patent gas plants for cities, towns, etc. This is the company previously reported as to be organized by the Bidelman Gas Light & Fuel Co. The capital stock is to be \$100,000.

Atlanta—Bridge.—J. T. Cooper, clerk commissioners of roads and revenues, will receive proposals until February 4 for the construction of an iron bridge across the Chattahoochee river between Fulton and Cobb counties.

Atlanta—Safe and Lock Works.—The Southern Safe & Lock Co. has recently been organized for the manufacture of safes and locks.

Atlanta—Medicine Factory.—It is reported that an English syndicate is negotiating to purchase the Swift Specific Co.

Atlanta—Cotton Compresses.—It is rumored that an English syndicate is negotiating to buy or control all of the principal cotton compresses in the Southern States.

Atlanta—Factory.—The Beutell Manufacturing Co., stair builder and manufacturer of hard wood interior finish, has purchased a go horse-power boiler for its factory and will put in other machinery.*

Auraria—Gold Mine.—W. T. Bryson, lately reported (under Dahlonega) as purchasing the Turkey Hill gold property, may develop same.*

Bronco—Saw Mill.—The erection of a saw mill is projected.

Brunswick—Pottery.—B. H. Daniel, reported in last issue as purchasing the Brunswick Pottery, will put in machinery for manufacturing terra-cotta pipe.

Brunswick—Woodenware Factory.—F. W. Hunter, of Ipswich, Mich., is reported as to start a woodenware factory.

Burton—Saw and Grist Mill.—W. L. Arendale contemplates putting additional wood-working machinery in his saw and grist mill.

Cartersville—Concentrating Plant, etc.—The Etowah Iron Co. has purchased the manganese property of Dobbins, Milner & Harris, and will develop, increasing output to 100 tons daily. It will, it is stated, erect a large concentrating plant, and it is probable that the company will build the ferro-manganese furnace lately mentioned, and also an iron furnace.

Columbus—Electric-light Plant.—The Brush Electric Light & Power Co. has received contract from the city for 76 arc lights, and has enlarged its plant to capacity for 100 arc and 1,000 incandescent lights.

Columbus—Machine Shops.—The Central Railroad & Banking Co. (office, Savannah) will probably rebuild its machine shops.

Gainesville—Canning Factory.—A canning factory will probably be erected. J. I. Toner can give information if anything is done.

Hawkinsville—Woodenware Factory.—The Burrows Plow Works contemplates putting in machinery for the manufacture of trays and other wooden hollowware.*

Macon—Public Improvements.—The city has decided to issue the \$200,000 of bonds lately mentioned for parking, paving and sewerage of the streets.

Madison—Bridge.—The Covington & Macon Railroad Co. (office, Macon) has let contract to build two granite abutments for its bridge to the Georgia Quincy Granite Co.

McDonald's Mill—Planing Mill.—J. M. McDonald has ordered machinery for the rebuilding of his planing mill, reported in last issue as burned.

Moreland—New Town.—J. C. Fuller, of Atlanta, has purchased 500 acres of land near Moreland from T. M. Bingham and will build a new town.

Rising Fawn—Iron Furnace.—The Walker Iron & Coal Co. has blown out its coke iron furnace for repairs. The furnace will be raised 12 feet and be ready for blast about February 15.

Rome—Buggy Factory.—An Auburn (Ind.) company is negotiating to purchase the Exposition grounds, mentioned in last issue, as a site for a large buggy factory. The Rome Land Co. can give particulars.

Rome—Iron Furnace.—The Rome Iron Co. has selected a site for its 50-ton charcoal iron furnace, lately mentioned, and will shortly commence work.

Rome—Water-power.—The Georgia Power Co. has been incorporated by F. C. Hand and W. H. Adkins to develop water-power, operate machinery, etc. The capital stock is to be not less than \$25,000 nor more than \$500,000.

Sandersville—Water Works.—The construction of a system of water works is being discussed. The mayor can give information.

Savannah—Saw Mill.—Hester & McNabb Bros. will erect a saw mill at Le Conte.

Smyrna—Woollen Mills.—The Concord Woollen Mills has let contract to M. L. and J. W. Ruff for rebuilding its burned woollen mill, as previously reported. It is to be two stories, 30x140 feet, with capacity for two sets of woollen machinery.

Statesboro—Saw Mill, &c.—J. F. Alderman, lately reported (under Dover) as to erect a saw mill, will also put in planing and shingle machinery.*

Summerville—Shingle and Grist Mill.—J. W. Evans has rebuilt his shingle and grist mill lately reported as burned.*

Tallapoosa—Cotton Mill.—W. P. Harvey, reported in last issue as commencing the erection of a cotton mill, has, with C. W. Fox, R. L. Spencer, J. M. McBride and others, incorporated the Tallapoosa Cotton Co. It will erect a three-story brick building 150 feet in length, a one-story brick 25x39, and another 30x45 feet. The capital stock is \$100,000.

Tallapoosa—Glass Works.—The Mountain City Glass Works expects to have its plant in operation again by February 1.

Tallapoosa—Brick-yard.—B. J. Wilson, of Atlanta, will start a brick-yard.

Tunnel Hill—Iron Furnace.—The Chattanooga Mining & Manufacturing Co. has selected a site for its iron furnace previously reported.

Washington—Oil Mill and Fertilizer Factory.—C. A. Alexander is president and R. O. Barksdale secretary of the Excelsior Manufacturing Co., previously reported as organized to build a cotton-seed oil mill. It will also erect a fertilizer factory. The capital stock is \$30,000.

Waynesboro—Variety Works.—Wallis & Davis are erecting variety works in addition to the planing mill lately mentioned.

West Point—Cotton Mill.—The cotton mill and property of the Alabama & Georgia Manufacturing Co., of West Point, has been purchased, it is stated, by W. H. Hugley & Co., who will reorganize the company and put the mill in operation.

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Whitesburg—Publishing.—W. R. Smith will publish a newspaper.

KENTUCKY.

Adairville—Flour Mill and Elevator.—J. C. Carroll has prepared plans for the 75-barrel flour mill and grain elevator of the Adairville Milling Co., lately mentioned. A building, four stories, 40x60 feet, will be erected.

Barbourville—Furniture Factory and Planing Mill.—The Barbourville Wood-working & Manufacturing Co. has been organized with William Lock, president; J. G. Matthews, vice-president, and G. H. McCauley, manager, to erect the furniture factory and planing mill lately reported. A planing mill, 40x80 feet, will be built now, and a furniture factory in the spring. The capital stock is \$25,000.

Bell County—Coal and Timber Lands.—J. G. Givens, of Louisville, has sold to a syndicate 11,000 acres of coal and timber lands on Straight creek at \$10 per acre.

Bowling Green—Furniture and Plow Factories. W. H. Blakely is negotiating to secure the erection of furniture and plow factories.

Concord—Flour Mill.—Mr. Smith proposes to repair and operate the Merchant Flour Mill.

Elizabethtown—Electric-light Plant, Ice Factory and Laundry.—An electric-light plant, ice factory and steam laundry will probably be erected. H. A. Sommers can give information.*

Frankfort—Gas.—Bills have been introduced in the legislature to incorporate the Keystone Natural Gas Co., the Royal Gas Co. and the Climax Gas Co.

Fulton—Tobacco Factory.—The Fulton Tobacco Works contemplates building its tobacco factory soon.

Georgetown—Electric-light Plant.—The Blue Grass Cordage Co., previously reported as erecting a twine factory, will put in an electric-light plant for lighting same if the electric-light plant previously mentioned is not erected.

Henderson—Furniture Factory.—J. C. Thomasson is president, J. C. Allen, vice-president, and T. W. Buckner, secretary of the Henderson Patent Co., reported in last issue as incorporated for the manufacture of the Sights & Walker patent furnaces. The authorized capital stock is \$500,000.

Louisville—Motor.—A bill has been introduced in the Legislature at Frankfort to incorporate the Louisville Steam Motor Co.

Louisville—Plaster Works.—F. S. Culver, of Nashville, Tenn., will organize company for the manufacture of adamant plaster.

Louisville—Chemical Works.—The Robinson-Pettet Co., reported in last issue as incorporated for the manufacture of chemicals, succeeds the firm of R. A. Robinson & Co.

Louisville—Soda Works.—The Crescent Soda Co. has been incorporated with J. D. Powers, president; T. J. Pottinger, vice-president, and Charles Godshaw, secretary, for the manufacture of bicarbonate of soda. The authorized capital stock is \$1,000,000.

Louisville—Mining and Milling.—The Gold Bug Mining & Milling Co. has been incorporated by Adolph Montandon, G. B. and G. S. Cowlam for the mining and milling of ores. The capital stock is to be \$50,000.

Louisville—Publishing.—The Southern Progress Co. has been incorporated by T. C. H. Vance, W. H. T. Shad and B. W. Fenton for publishing purposes. The authorized capital stock is \$10,000.

Louisville—Brick Works.—The Kentucky Pressed Brick Co. has been incorporated by J. F. Merriweather, H. B. Harmon and Fred Gennert for the manufacture of pressed brick. The authorized capital stock is \$50,000.

Marrowsone—Mill and Coal Mine.—John C. Burrows, of near Celina, Tenn., has purchased the mill and property of D. A. Ebbert for \$4,000. It is stated that a coal mine has been discovered on the property.

Maysville—Soap Factory.—The establishment of a soap factory is being agitated.

Middlesborough.—The Commercial Club has been organized with A. A. Arthur, president; J. P. Sandifer, vice-president, and J. F. Fisher, secretary.

Newport—Sand Mining.—The Newport Sand Bank Co. has been incorporated by J. F. Dye, Edward Pieron and Warren Corbit to operate sand and loam banks. The capital stock is \$50,000.

Owensboro—Publishing.—L. J. Early will publish the Boomer.

Paris—Ice Factory.—A stock company is being organized to erect an ice factory.

Pineville—Saw Mill.—A. H. Rennebaum has ordered machinery for a band saw mill to replace a circular mill.

Tuckahoe—Turnpike.—\$5,000 have been subscribed to build a turnpike from South Ripley to Tuckahoe.

LOUISIANA.

Baton Rouge—Levee Work.—Contracts for levee work at the places named have been let as fol-

lows: L. Connella, Grand Rapids and Hudson, 14 cents per cubic yard; H. E. Haway, Towles, 14.85 cents; P. J. Tyrrell, White Hall, 14½ cents; S. D. Moody, California, 16.94 cents, and Andrew, Ogden & Bently, Gordon, 14½ cents.

Breaux Bridge—Sugar-house.—F. R. Martin is erecting a sugar-house, and not a refinery, as lately mentioned.*

Centreville—Sugar-house.—Foos & Barnet contemplate making extensive improvements at the sugar-house on their Shady Side plantation.

Evergreen—Sugar-house.—S. S. Pearce will rebuild the sugar-house lately reported as burned.

New Orleans—Dry Dock.—The Good Intent Dry Dock Co. will change the location of its dry dock, and has let contract for pile-driving and wharf-building to George Corbett.

New Orleans—Canal.—The New Basin Canal & Shell Road Co. will petition the legislature for authority to issue bonds to repair its canal lately mentioned.

Shreveport—Car Works.—The Gulf, Sabine & Kansas City Railroad Co. offers to build car works to employ 340 hands if voted a five-mill tax for ten years by Caddo parish.

Whitecastle—Dry-kiln.—The Whitecastle Lumber & Shingle Co. contemplates erecting a dry-kiln.

MARYLAND.

Baltimore—Boilers.—Evans & Evans, 325 North street, are putting in a boiler of 50 horse-power; T. McMahon, Monument & Buren streets will put in a 60 horse-power, and Joseph McCoy, 115 South Liberty street, one of 8 horse-power.

Baltimore—Screw Factory.—The Maryland Screw Co. contemplates putting in a steam boiler.

Baltimore—Boiler and Machine Works.—The Western Coil & Pipe Cleaning Co. has been incorporated by Parks Fisher, S. H. Whiteley, W. T. Hough and others for the manufacture of boilers, steam heating apparatus and machinery. The capital stock will probably be \$500,000.

Baltimore—Contracts for material for use of water department have been awarded as follows: R. D. Wood & Co., of Philadelphia, for cast-iron pipe, \$85,066.60; for cast-iron castings to J. D. Lacy & Co., at 2-40 cents per pound for pipe fittings, and 2-80 cents per pound for special castings.

Baltimore.—The American Casualty, Insurance & Security Co. has been incorporated.

Baltimore—Ship-yard.—R. M. Fryer is endeavoring to form a company for the purpose of constructing a steamship after his models at Round Bay.

Bel Air—Water Works.—A. T. Lackie has prepared plans and estimates for the water works lately mentioned. It is intended to take the supply from either Bynum's or Winter's run, and construct a stand-pipe with capacity for 200 M gallons. The cost will be about \$30,000.

Cumberland—Brewery.—The Cumberland Brewing Co. has been incorporated by James Clark, W. A. Buckholz, John Keating and others. It has purchased the brewery of A. J. Fesemier and will enlarge same. Capital stock is \$20,000.

Frederick.—The Patapsco Land & Loan Association has been incorporated; capital stock \$100,000.

Leonardtown—Saw and Grist Mill.—J. W. Graves will rebuild his saw and grist mill, lately reported as burned.

Salisbury—Box Factory.—Work has begun on a large box factory.

Texas—Lime Works.—The Texas Lime Co., reported in last issue as incorporated at Baltimore, has leased the property and lime works formerly operated by C. P. Schaefer & Co., and intends building one or more additional kilns.

Washington, D. C.—Gas Works.—A resolution has been introduced in the United States Senate directing the committee on the District of Columbia to enquire as to the expediency of the purchase by the government of the works of the Washington Gas Light Co.

Washington, D. C.—Building Materials.—Bernard R. Green, superintendent of the Library of Congress Building, will receive proposals until February 6 for furnishing and delivering the following approximated quantities of building materials: 6,000 M best red hard-burned bricks, 8 M best red Skewback bricks, 100 M best red hand-made bricks, 4,000 cubic yards river sand, 80 cubic yards broken stone, 237,500 feet of lumber, supplies of miscellaneous hardware, 1,900 feet of cast-iron drain and pressure pipe and fittings.

Washington, D. C.—Machine Works.—The National Type Machine Co., will enlarge its works.

Washington, D. C.—Flour Mill.—Galt & Co., will enlarge their flour mill by the addition of another story 60x66 feet.

MISSISSIPPI.

Corinth—Terra-cotta Works.—W. M. Inge, previously reported as contemplating establishing works for the manufacture of chinaware at Iuka, has incorporated the Alabama Fire-brick, Terra-cotta & Stoneware Co. Mr. Inge is president; J. W. Conant, vice-president; F. W. Groesbeck, secretary. The capital stock is to be \$100,000.

Gloster—Saw Mill.—B. Weile, Jr., & Bro. will enlarge their saw mill.

Grenada—Creamery and Ice Factory.—The Grenada Creamery, Cold Storage & Ice Co. has been incorporated by S. S. Fairfield, T. B. Williamson, J. W. Buchanan and others for the manufacture of butter, cheese and ice. The capital stock is to be \$30,000.

Meridian—Engine Works.—It is probable that a stock company will be organized to manufacture the patent rotary engine of J. B. Harris, of Eatow, Ala.

Meridian—Fire-alarm System.—The city will probably soon let contract for an electric fire-alarm system. The mayor can give particulars.

Vicksburg—Bridge.—Sailor & Schnigian, of Chicago, Ill., have contract for constructing the bridge of the New Orleans, Natchez & Fort Scott Railroad Co. across the Tenas river, previously reported.

Vicksburg—Saw Mill.—Mr. Craig is erecting a saw mill.

NORTH CAROLINA.

Bethel—Canal.—Capitalists from Atlanta, Ga., and others propose to construct a canal 30 miles long from Bethel to Tar river near Pactolus.

Cabarras County—Mining.—The Misener mine has been bought by parties from New York and work has been resumed.

Caldwell County—Timber and Mineral Land.—J. W. Janney, C. M. Allen and A. B. Nichols, of Philadelphia, Pa., have bought 18,440 acres of timber and mineral land in Caldwell county of Miss Louisa M. Bond; also 12,000 acres of Dase's land in Caldwell and Watauga counties.

Castle Hayne—Phosphate Works.—The North Carolina Phosphate Co., of Raleigh, is enlarging its plant. It is now putting in a steam dyer.

Creston—Handle Factory.—Thomas J. Lillard contemplates starting a handle factory.

Eldorado—Wagon and Spoke Factory.—George H. Nissen is erecting a building, to be two stories, 80x35 feet, for the manufacture of wagons and spokes.

Fayetteville—Woodenware Factory.—The Fayetteville Woodenware Co. has increased its capital stock \$15,000 and commenced the erection of a new building. Additional machinery has been ordered.

Greensboro—Brick-yard.—A. W. Osborne is preparing to start a brick-yard.

Henderson—Water Works and Sewerage System.—Wood & Wright, civil engineers, are now at work on the survey, preparatory to putting in the water works lately mentioned. They are also preparing plans for a sewerage system.

Jenkinsville—Saw Mill.—L. D. Wicker will soon start a saw mill.

King's Mountain—Cotton Mill.—The King's Mountain Manufacturing Co. will shortly put in some new machinery.

Lincolnton—Electric-light Plant and Water Works.—D. E. Rhynne & Co. are putting water works and electric-light plant in their cotton mill.

Lincolnton—Cotton Factory.—John L. Cobb has bought the Elm Grove Cotton Factory for \$5,000.

Lincolnton—Iron Mines.—A Northern company has leased, it is stated, iron ore properties east of Lincolnton and will develop.

Mooresville—Quarries.—Two stone quarries have been opened near Mooresville.

Mooresville—Gold Mine.—A company has leased of J. B. Atwell 60 acres of gold ore land.

Mt. Holly—Saw Mill and Spoke and Handle Factory.—J. F. Hockenberry, mentioned in last issue as purchasing the Mt. Holly Planing Mill, will put in spoke and handle machinery, erect a saw mill, as stated, on the Catawba river, and construct a lumber boom.

New Berne—Electric-light Plant.—The company previously reported as organized with A. H. Leftwich, president, and U. S. Mace, secretary, to erect an electric-light plant, has been incorporated as the New Berne Electric Light & Power Co. The authorized capital stock is \$75,000.

North Carolina—Land.—Jesse Beam, of Johnson City, Tenn., and others have purchased a large tract of mineral and timber land located near the headwaters of the Yadkin and John's rivers for \$50,000.

Old Fort—Saw Mill.—Edward McDowell has located a large portable saw mill.

Salisbury—Cotton Mills.—The Salisbury Cotton Mills, lately mentioned as putting in new machinery, will add 3,000 more spindles. Capital stock has been increased to \$133,000.

Scotland Neck—Canning Factory.—C. A. Camp and O. C. Stallings, of Dawson's Cross Roads, will probably establish the cannery factory mentioned in last issue.

Southport—Publishing.—A newspaper is to be published.

Troy—Mine.—John A. Kirk, of Washington, D. C., has bought the Worth mine for \$3,000.

Wilmington—Saw Mill.—J. H. Chadbourne & Co. will rebuild their saw mill reported in this issue as burned.

Wilmington—Water Works.—James H. McKee

is preparing plans for a stand-pipe system of water works to be established at the depot of the Cape Fear & Yadkin Valley Railroad at Point Peter.

Wilmington—Steam Laundry.—W. E. Worth, R. E. Branch and W. L. Harlow have organized a company to erect a steam laundry. It will be a frame building 30x50 feet, capital from \$3,500 to \$3,000.

Winston—Tobacco Factories.—It is reported that a New York syndicate is negotiating for the purchase of five of the largest tobacco factories of Winston.

SOUTH CAROLINA.

Blackville—Machine Shops.—Howard Bros. will erect new machine shops and expect to put in additional machinery.*

Carmichael—Grist Mill and Gin.—Campbell & Williamson are rebuilding their grist mill and cotton gin recently burned.

Charleston—Timber Lands.—Francis Beidler, Joseph Rathbone and A. F. Beidler, of New Orleans, have recently purchased cypress timber lands and incorporated the Santee River Cypress Lumber Co. The capital stock is \$300,000.

Columbia—Clothing Factory.—A company has been organized by Dr. W. I. Murray to conduct a jobbing business and manufacture clothing; capital stock \$50,000.

Crawfordville—Cotton Factory.—W. I. Harris has bought the cotton factory of W. L. Morgan, Bros. & Co.

Easley—Canning Factory.—A stock company is being organized to erect a canning factory. W. H. Pickens can give information.

Easley—Spoke and Handle Factory.—Bowen & Holcombe will start a spoke and handle factory and will probably want some machinery.

Fairplay—Plow-stock Factory.—A stock company has been formed for the manufacture and sale of the "Grady Alliance plow-stock," with Dr. Q. L. McCurry, president; William Isbell, vice-president, and L. L. Jarrard, secretary and treasurer.

Florence—Tobacco Factory.—A stock company will be organized to erect a tobacco factory and warehouse.

Florence—Brick Works.—D. A. Layton has added a 50 horse-power engine and will shortly put in three brick machines.

Fort Mill—Cotton Mill.—The Fort Mill Manufacturing Co. has increased its capital stock, as stated in last issue, but will not enlarge cotton mill at present.

Greenwood—Planing Mill, etc.—It is reported that a planing mill, sash and blind factory will soon be built.

Greenwood—Machine Shop.—A machine shop will, it is stated, be established.

Greenwood—Canning Factory.—A canning factory is talked of.

Hampton C. H., S. C.—Saw Mill.—Mauldin & Son will erect the saw mill mentioned in last issue.

Hickory Grove—Cotton Factory, etc.—It is rumored that a cotton factory and a wagon and buggy factory will be established.

Keowee—Bridges.—The Richmond & Danville Railroad Co. (office, Richmond, Va.) is erecting several iron bridges over streams crossing its road.

Lexington—Cotton Mill.—W. P. Roof, S. O. Kammer and others are organizing a stock company to erect the cotton mill previously reported on Twelve Mile creek. A survey of the water-power in the creek will be made.

Marion—Door and Sash Factory.—A door and sash factory is talked of.

Santuc—Bridge.—An iron bridge will be built over the Tiger river.

Sumer—Artesian Wells.—A contract has been let for the sinking of five artesian wells. D. J. Winn can give particulars.

Summerville—Canal.—Simons & Huger will prepare plans and specifications for the Raasha Branch Canal. Bids for construction will be called for soon.

TENNESSEE.

Athens—Woolen Mill.—The Athens Woolen Mills will enlarge its woolen mill.

Carter County—Iron Mines.—It is reported that Thomas Ewing, of New York city, president of the Atlantic & Danville Railroad Co., has purchased a large tract of iron ore land.

Chattanooga—Furniture Factory.—The Loomis & Hart Manufacturing Co. will operate its entire plant in the future for the manufacture of furniture only. It has ordered additional machinery.

Chattanooga—Iron Furnace, Rolling Mills, etc.—T. D. Young, of the Chattanooga Land Coal, Iron & Railway Co., previously mentioned as to probably soon commence the construction of a bridge across the Tennessee river, states that his company has closed negotiations for the building on its property of an iron furnace, \$30,000 rolling mill and \$10,000 machine works by one company, a \$10,000 sheet iron rolling mill by Pennsylvania parties and a \$30,000 hardware factory.

MANUFACTURERS' RECORD.

Chattanooga—Railroad Tie Factory.—The Schofield Metal Cross tie Co. is the name of the company lately reported as organized for the manufacture of the Schofield patent metal railroad tie.

Chattanooga—Bridge.—A new bridge will be built across North Chickamauga creek. The county clerk can probably give information.

Chattanooga—Medicine Factory.—Morgan & Co., of Baltimore, Md., have moved their medicine factory to Chattanooga.

Chattanooga—Saw and Planing Mill.—The Summit City Land & Improvement Co. has been incorporated by J. A. Williams, G. A. Barnes, David Gibson and others to build a new town at Summit City, 8 miles from Chattanooga. It expects to establish a saw and planing mill and other industries. The capital stock is \$100,000.

Chattanooga—Electric-light Plant.—The Chattanooga Basket & Package Co. has not definitely decided to put in the electric-light plant lately mentioned.

Chattanooga—Engine Works.—The engine works mentioned in last issue will be established if \$15,000 capital is secured. C. W. Smith can give information.

Columbia—Corn Mill.—J. B. Ashton, mentioned in last issue as to erect a corn mill, has let contract for machinery. The capacity will be 40 barrels, and not 1,000, as reported.

Hermitage—Flour Mill.—R. O. & O. K. Gleaves have recently put new machinery in their flour mill.

Iron City—Stave and Shingle Factory.—M. L. Newman will erect a stave and shingle factory.

Jonesboro—Saw Mill.—Parties have purchased a large lot of logs from the Unaka Timber Co., of Knoxville, and will erect a saw mill.

Knoxville—Stone Quarries.—The Bedford Stone Co. has been incorporated by E. E. McCroskey, president, and R. A. Clapp, of New Jersey, secretary, to develop stone quarries in Bedford county, Ind. This company has the contract to furnish stone for the abutments and pillars of the bridge now being built across the Mississippi river at Memphis by the Kansas City & Memphis Railway & Bridge Co.

Loudon—Coal Mines.—J. H. Jackson has discovered a coal mine on his farm near Loudon, and will develop if found in sufficient quantity.

Mcminnville—Electric-light Plant.—An electric-light company has been organized with W. P. Faulkner, president, and Jesse Walling, secretary. Power to operate the plant will be furnished by the Annie Cotton Mill Co., which will put in a new water wheel for that purpose.

Morristown.—The Morristown Chamber of Commerce has been organized.

Nashville—Iron Furnaces.—The Southern Iron Co., previously reported as to improve its West Nashville iron furnaces, has let contract to Gordon, Stroebel & Laureau, Limited, of Philadelphia, Pa., for the erection of two 16x55 feet Gordon fire-brick stoves.

Pleasant View—Tobacco Factory.—B. A. York will start a tobacco factory.

Rockwood—Iron Furnaces.—It is stated that Henry C. Young, of Boston, Mass., and others, reported in last issue as purchasing 60,000 acres of land and to build an industrial town, will lay off a town three miles above Rockwood to be called New Castle, and that the building of several iron furnaces is probable.

Rockwood—Land.—Thomas Brown has purchased 800 acres of land for \$32,000, and Messrs. Chamberlain, Duncan and others 500 acres for \$20,000.

Sherman Heights—Water Works.—The construction of water works is projected. The Chattanooga Investment, Loan & Banking Co., of Chattanooga, can give information if anything is done.

South Pittsburg—Stove Works.—The addition lately mentioned as to be erected by the Perry Stove Manufacturing Co. will be for storage purposes only.

Tulalhoma—Foundry and Machine Shop.—H. Jacobs will probably organize a stock company to establish a foundry and machine shop.

West Point—Hub and Spoke Factory.—The establishment of a hub and spoke factory is projected.

West Point—Iron Furnace.—It is reported that parties are negotiating with the Lawrence Iron Co. for a site on which to build an iron furnace.

White House—Flour Mill.—Mr. Jernigan and others are organizing a stock company to erect a flour mill.

TEXAS.

Abilene—Artesian Well.—The Abilene Progressive Committee will receive bids for sinking the artesian well lately mentioned.

Abilene—Brick-yard.—Winter, Russell & Miller will start a brick-yard.

Abilene—Canning Factory.—A canning factory is projected. O. W. Steffner can give particulars if anything is done.

Austin—Artesian Well.—Another artesian well is to be sunk on the State Capitol grounds.

Austin—Box and Cheese Factory.—C. M. Rogers has started a cheese factory and will put in machinery next winter for the manufacture of wooden boxes.

Childress.—G. H. Chipman states that there is no truth in the report lately mentioned that a 250-barrel flour mill would be built by an East Texas party.

Clifton—Flour Mill.—The name of the stock company lately mentioned as erecting a 50-barrel flour mill is the Bosque River Milling Co.

Corpus Christi—Ginnery.—The Port Aransas Co. and others have organized a stock company to erect a cotton ginnery.

Crockett—Publishing.—The Crockett Courier Publishing Co. has been incorporated by J. H. Wooster, I. W. Murchison, W. B. Page and others.

Dallas—Compresses.—J. B. Goode, 933 Elm street, reports that he has purchased an interest in the Plano Compress Co., of Plano; the Hillsboro Compress Co., of Hillsboro, and a half interest in the letters patent to the Taylor lever compress, and expects to erect more presses during the year.

Dallas.—The Texas Farmers' Association has been incorporated with a capital stock of \$100,000.

Dallas—Ice Factory.—The Dallas Ice Factory will erect an addition to its present building and put in a 25-ton ice machine.

Denison—Cotton Mill.—The Denison Cotton Manufacturing Co. will receive proposals until February 1 for erecting the buildings for its cotton mill previously reported.

Ei Paso—Mining.—Paul H. Logan is developing mineral land.

Fort Worth—Sash, Door and Blind Factory.—The Lone Star Novelty Works has, it is stated, closed arrangements for the building of its sash, door and blind factory previously reported. A building, two stories, 20x100 feet, is to be erected.

Fort Worth—Cement Works.—The Fort Worth Cement Manufacturing Co., lately reported as incorporated, has let contract for buildings.

Fort Worth—Bridge.—Contract for the approaches to the Rock Ford Crossing bridge, previously reported, has been let to F. M. Ford at \$14,000. Oliver & Bros., of Houston, have contract for superstructure.

Fort Worth—Electric-light Plant.—The city will shortly let contract for the electric-light plant previously reported. The cost, including a condensing engine of 160 horse-power is not to exceed \$27,000. The mayor can give particulars.

Fort Worth—Roofing Works.—The Fort Worth Granitic Roofing Co. will put new machinery in its works.

Hillister—Saw Mill.—Arthur Hutchins, of Nona, lately mentioned (under Hollister) as purchasing a saw mill, has ordered additional machinery, which will increase capacity to 50 M feet daily.

Henrietta—Artesian Well.—The Henrietta Improvement Co., lately reported as organized, will sink an artesian well.

Henrietta—Ginnery.—W. B. Worsham and others have organized a stock company to erect a cotton ginnery.

Henrietta—Land.—W. B. Worsham will lay off 5,000 acres of land and open streets.

Henrietta—Grain Elevator.—Parties from Topeka, Kansas, state that they will erect a grain elevator as soon as the Missouri, Kansas & Texas Railroad Co. (office, Sedalia, Mo.) extends its road southwest.

Hillsboro—Water Works.—A. T. Rose is organizing the stock company lately mentioned to sink an artesian well and construct a system of water works.

Kyle—Ginnery.—D. M. Crosthwaite will add a new cotton gin and press to his cotton ginnery and grist mill lately reported.

Kyle—Gin.—Brown Bros., of Austin, will erect a cotton gin on their plantation near Kyle.

Laredo—Coal Mines.—The output of the Rio Grande & Peccos coal mine will be increased.

Laredo—Woolen Mill.—George Wilmot, of Boone, Iowa, previously reported as making a proposition to move his woolen mill to Laredo, has, it is stated, selected a site for same.

Marlin—Water Works, Electric-light Plant, &c.—Thomas & Gorman, of Houston, have been awarded contract to construct the system of water works lately mentioned. They intend, it is stated, also erecting an ice factory and electric-light plant.

Orange—A. Gilmer, J. T. Hart, W. S. Davidson and others have organized the Orange Board of Trade.

Orange—Electric-light Plant and Ice Factory.—A stock company is being organized to erect the electric-light plant previously mentioned, and also an ice factory.

Paris—Press Factory.—The Mayo Press Manufacturing Co. has been organized with a capital stock of \$50,000.

San Antonio—Bridges.—The mayor will receive proposals until February 1 for the construction of three truss bridges across the San Antonio river.

San Antonio—Paving.—Bryan Callaghan, mayor,

will receive proposals until February 1 for paving certain streets with Mesquite blocks.

Sherman—Cracker Factory.—Iowa parties contemplate the establishment of a large cracker factory.

Tyler—Cooperage Factory.—J. P. Douglas is considering the establishment of a cooperage factory.

Vernon—Electric-light Plant.—R. S. Kelly is president of the stock company reported in last issue as organized to erect an electric-light plant.

Vernon—Furniture Factory.—A party is prospecting with a view to starting a furniture factory. J. P. Ore, secretary Board of Trade, can give particulars if anything is done.

Wichita Falls—Electric-light Plant and Water Works.—A Kansas City company has submitted a proposition to the city council to establish the water works lately mentioned and erect an electric-light plant. The mayor can give particulars.

VIRGINIA.

Alexandria—Brick-yards.—Park Agnew and M. B. Harlow have purchased the Capital Brick-yards.

Alexandria.—A bill has been introduced into the Virginia legislature to incorporate the Alexandria Railway & Improvement Co.

Alexandria—Manufacturing.—The Haskell Anti-Rattle Co. has been incorporated with A. S. Chase, president; H. L. Sawyer, vice-president, and J. W. Dame, secretary, to manufacture a device known as the anti-rattle and shaft coupler; capital stock \$30,000.

Alexandria—Cold Storage.—The Universal Refrigerating Co. has been incorporated with G. B. Raum, of Washington, D. C., president; W. H. Johnston, of Philadelphia, Pa., vice-president, and J. Raum, of Washington, D. C., secretary, for the manufacture and operation of cold-storage apparatus; capital stock not less than \$250,000 or more than \$5,000,000.

Balcony Falls—Brick-yard.—The Rockbridge Co., of Lexington, is negotiating with a company having a capital stock of \$30,000 to establish the brick-yard previously reported at Glasgow.

Balcony Falls—Saw Mill.—The Rockbridge Co., of Lexington, has contracted for the erection of a large saw mill at Glasgow.

Balcony Falls—Iron Furnace.—It is reported that a second furnace will be built at Glasgow in addition to the one previously mentioned. The Rockbridge Co., of Lexington, Va., can give information if true.

Blackstone—Flour Mill.—Freemon Epes and others will erect the flour mill reported in last issue. It will be a 25-barrel roller process mill.

Buena Vista—Steel Plant.—It is stated that arrangements have been made for locating the basic steel plant previously reported. If true, the Buena Vista Co. can give information.

Buena Vista—Tinware Factory.—The tinware factory at Salisbury, N. C., will be moved to Buena Vista, as lately mentioned.

Buena Vista—Furnaces.—The Loch Laird Estate & Mineral Co., of London, Eng., lately mentioned, will, it is said, spend about \$1,250,000 in furnaces, etc., provided the Buena Vista Co. will furnish it with ore at a nominal price. Thomas Dunlap is manager of the company.

Charlottesville—Quarries.—The Monticello Soapstone Slate Co. has been incorporated with T. L. Rosser as president and J. P. Harman as secretary and treasurer. It has bought the slate quarries of L. W. & J. D. Cox, and will continue to develop them, probably on a larger scale; capital stock \$50,000.

Danville—Tobacco Factory.—Wemple, Ellerson & Co. are improving their tobacco factory.

Petersburg—Canning Factory.—A party has purchased recently 30 acres of land for the purpose, it is said, of erecting a cannery factory.

Norfolk—Glass Factory.—A Northern company has bought 4 acres of the Hardy property and will, it is stated, build a glass factory.

Norfolk—Water Works.—An appropriation of \$60,000 has been asked for by the board of water commissioners to improve machinery at the pumping house.

Radford—Electric-light Plant.—The Central City Electric Light Co. has been incorporated.

Radford—Water Works.—The contract for the reservoir and engine-house of the water works previously reported has been let to a Philadelphia (Pa.) company. The Radford Land & Improvement Co. can give information.

Radford—Carriage Factory.—Foote & Johnson, of Wytheville, are reported as to move their carriage factory to Radford.

Radford—Brick Works.—The Radford Brick Works will increase its capacity from 30 M to 60 M bricks per day. Machinery has been bought.

Richmond—A bill has been introduced in the Virginia legislature to incorporate the Bristol Land Co.

Richmond—Cornice Works.—The Richmond Galvanized Iron Cornice Co., reported in last issue as incorporated, has purchased the Richmond Galvanized Iron Works and expects to enlarge same.

Richmond—The Brookland Park & Improvement Co.—has been incorporated with Lewis Ginter, president; John Pope, vice-president, and T. B. Jeffries, secretary, to deal in real estate. The capital stock is to be not less than \$100,000 nor more than \$1,000,000.

Roanoke—Rail Mill.—J. M. Brosius, of Atlanta, Ga., is making efforts to organize a stock company to establish a steel rail mill.

Roanoke—Brewery and Cooperage Factory.—The Virginia Brewing Co., previously mentioned as to build a beer brewery, has secured a site and will erect a building 60x80 feet. A cooperage factory will be operated also in connection with the brewery.

Roanoke—Machine Works.—F. J. Kimball, president of the Norfolk & Western Railroad Co., which owns the Roanoke Machine Works, states that the works are to be enlarged.

Salem—George Allen is president; C. C. Tomkins, secretary, and J. S. Baer, treasurer, of the West Salem Land Co., lately reported as organized.

Salem—Chair Factory.—The Concord Chair & Manufacturing Co. has been incorporated.*

Suffolk—Electric-light Plant.—A bill has been passed in the State Senate to incorporate the Suffolk Electric Light & Power Co.

Tip Top—Brick Works.—The Radford Brick Works Co., of Radford, will establish a plant at Tip Top.

Waynesboro—Planing Mill.—Charles Goble, of Dundee, N. Y., has been prospecting with a view to erecting a large planing mill.

Wytheville—Iron and Manganese Mines.—George W. Palmer, of Saltville, has purchased the Lick Mountain iron property, containing 1,400 acres of land, for \$150,000, and will open iron and manganese mines and make other improvements this year.

WEST VIRGINIA.

Benwood—Machine Shops.—W. V. Hoge has purchased about 14 acres of land at \$400 per acre. It is presumed that the land is intended as a site for the repair shops of the Baltimore & Ohio Railroad Co. (office, Baltimore, Md.), which a rumor, lately mentioned, stated would erect a shop in Benwood.

Charleston—Chair Factory.—The Board of Trade has appointed a committee to raise a bonus to secure the removal of a chair factory to Charleston.

Ellenboro—Oil Well.—McCrumb & Ewing, of Pittsburgh, Pa., contemplate sinking an oil well on Bond's creek.

Grafton—Telegraph Line.—A telegraph line is to be constructed from Grafton via Frederick, Md., to Baltimore. G. W. Warner, of Frederick, Md., will superintend the work.

Grafton—Electric-light Plant.—Hon. A. R. Campbell, representing a company, has submitted a proposition to light the town by electricity.

Irontown—Fire-brick Works.—Pittsburgh parties have purchased land from William Watkins, of Thornton, with the intention, it is said, of starting fire-brick works. They are also negotiating for additional land.

Moundsville—Publishing.—The publication of another newspaper is talked of.

Moundsville—Paving.—The issuance of \$20,000 of bonds for brick paving is being considered. The mayor can give information.

Parkersburg—Lumber Mill.—William Kirk, previously reported as contemplating adding new machinery to his lumber mill, will shortly purchase same.

Spilman—Coal Mines.—The Consumers' Coal & Mining Co. has put in an engine and dynamo to mine coal by electricity.

Weston—Electric-light Plant.—The Weston Electric Light, Power & Water Co., previously reported, has let contract for its electric-light plant.

Wheeling—Medicine Factory.—The German-American Remedy Co. has been incorporated by Henry Schmulbach, F. J. Park, F. M. White and others for the manufacture of Red Cross oil and other remedies. The capital stock is \$25,000.

BURNED.

Augusta, Ga.—The cotton waste factory of the Riverside Mills; loss probably \$20,000.

Baltimore, Md.—Elevator No. 3 of the Baltimore Elevator Co.; loss about \$250,000.

Belfield, Ala.—The commissary warehouse of the Atlantic & Danville Railroad Co. (office Norfolk, Va.).

Crockett, Texas.—The saw and grist mill of Richard Douglass damaged by a boiler explosion.

Dallas, Ga.—The flour and grist mill of J. W. Reeves near Dallas; loss \$2,500.

Hiddenite, N. C.—Dry-kiln of John Thomas.

Mobile, Ala.—The grist mill of Turner & Oates; loss about \$4,000.

Nashville, Tenn.—The saw mill of J. S. McFerran; loss estimated at \$15,000.

Raleigh, Miss.—The grist mill and cotton gin of J. H. Sullivan, 19 miles south of Raleigh.

Red Bluff, Ga.—The saw mill of D. W. Roberts & Co.

Richmond, Va.—The blacksmith shop of the Old Dominion Iron Works on Belle Isle; loss \$3,000.

Washington, N. C.—The steam saw mill and dry-kiln of G. W. Kugler & Sons; loss about \$10,000.

Wilmington, N. C.—The saw mill of J. H. Chadbourne & Co. Will be rebuilt.

The cotton gins of the Syntovia Land Co., near Yazoo City, Miss.; J. D. Shambly, near Falkville, Ala.; Lake & Watson, Phenix, S. C., and Mr. Chaplin, near Yazoo City, Miss.

Building Notes.

Albany, Ga.—It is reported that an opera-house will be built. John A. Davis can give information.

Altus, Ark.—Hendrix College will be moved to the town offering the best inducements. A. C. Millar, president, can give information.*

Americus, Ga.—A. J. Comer, of Cordele, Ga., has secured the contract for erecting the Baptist church previously reported.

Amite City, La.—A branch of the American Building & Loan Association has been organized.

Anniston, Ala.—C. P. Evans, of Davisville, will, it is reported, erect a residence at once.

Anniston, Ala.—The erection of a V. M. C. A. building is being agitated.

Anniston, Ala.—J. C. Allen is erecting a residence.

Arlington, Md.—A schoolhouse will probably be erected. Charles B. Rogers, Towson, Md., can give information.

Asheville, N. C.—Mrs. J. M. Alexander will remodel her building to be occupied by the Western Carolina Bank. J. A. Tennent is the architect.

Asheville, N. C.—The establishment of a home for indigent children is talked of. J. P. Sawyer can give information.

Athens, Tenn.—S. W. Marshall & Co., of Cleveland, Tenn., are reported to have secured contract for the erection of the new depot.

Atlanta, Ga.—The question of erecting a city hospital to cost about \$75,000 is being agitated. Hon. Joseph Hirsh can give information.

Atlanta, Ga.—The Home Loan & Banking Co. will, it is stated, remodel a building just purchased, to be used as a banking house.

Atlanta, Ga.—Mercer University contemplates erecting additional buildings to cost \$25,000.

Atlanta, Ga.—It is stated that the Catholics will erect a church to cost \$100,000.

Atlanta, Ga.—The East Atlanta Land Co. is said to contemplate the erection of a six-story office building to cost about \$115,000.

Atlanta, Ga.—The erection of a house of refuge is being agitated.

Atlanta, Ga.—Plans for the following buildings are reported to have been made: By Bruce & Morgan, the Hotel Normandy, for W. H. Dickson, to cost \$20,000; for a residence to cost \$5,000 for W. M. Crumley; for 4 dwellings to cost \$10,000 for Mrs. J. M. Stevens; for a residence to cost \$7,000 for A. J. West; for a residence to cost \$6,500 for J. C. Hallman; for J. C. Freeman, a residence to cost \$15,000; for Henry Wellhouse, a residence to cost \$10,000; for Isaac Liebman, Jr., a residence to cost \$15,000; for the East Atlanta Land Co., two residences to cost \$15,000; for Thos. H. Kennedy, one residence to cost \$15,000; for Mr. Gay, one residence to cost \$5,000; for Mr. Bell, residence to cost \$10,000; by G. L. Norrman, architect, for G. V. Gress, a residence to cost \$10,000; for W. J. Speer, residence to cost \$20,000; for Hirsh Bros., a business block to cost \$40,000; for G. V. Gress, a business block to cost \$50,000; by A. McC. Nixon, architect, for Chas. H. Arnold, a dwelling to cost \$6,000; for Thos. B. Westmoreland, a dwelling to cost \$14,000; for G. B. Everett, a dwelling to cost \$5,000; for Z. D. Harrison, brick additions to cost \$7,000; for Dr. A. G. Hobbs, a dwelling to cost \$6,000; for Mrs. L. B. Cox, a dwelling to cost \$8,000; a hotel building to cost \$40,000; by L. B. Wheeler, architect, for L. A. Jordan, a house to cost \$22,000; for Donald Bain, a cottage to cost \$7,000; for Harry Jackson, dining room rebuilt to cost \$5,000; for Hugh Inman, a residence to cost \$25,000.

Atlanta, Ga.—The Young Men's Hebrew Association will erect a club-house, recently mentioned, to cost \$30,000.

Balcony Falls, Va.—The Rockbridge Co. is having plans prepared for a large office building to be erected at Glasgow.

Baltimore, Md.—J. T. Hall has secured the contract for painting in the U. S. courthouse and postoffice for \$18,800.

Baltimore, Md.—The Presbyterian Church of Canton has been organized and will probably erect a new building in the near future. J. Wynne Jones is pastor.

Baltimore, Md.—The First Reformed Hebrew congregation will probably erect a new synagogue. Samuel Frank, 26 West Baltimore street, can give information.

Berkley, Va.—It is reported that the Presbyterians will erect a new church.

Birmingham, Ala.—The contract for the erection of a three-story building by Buick & Thomas, recently reported, has been let.

Birmingham, Ala.—B. A. Thompson, J. C. Kyle, T. C. Thompson and O. W. Underwood have organized a building and loan association with a capital of \$50,000.

Birmingham, Ala.—J. R. Tyson, chairman public works committee, invites proposals until February 1 for the erection of two engine-houses.

Birmingham, Ala.—It is reported that Steiner Brothers will erect a \$30,000 marble building on land recently purchased.

Birmingham, Ala.—A city hall is reported as to be erected at South Highland. Mayor J. J. McDavid, of that place, can give information.

Blacksburg, Va.—The erection of a chapel in connection with the Virginia Agricultural and Mechanical College is proposed.

Brunswick, Ga.—Anderson & Sharp have secured the contract for building First National Bank structure to cost \$30,000.

Buchanan, Ga.—Hotel—John W. Price, of Buchanan, and W. F. Goldin, of Draketown, Ga., are erecting the hotel reported last week.

Burgaw, N. C.—The erection of a poor-house for Pender county is contemplated.

Charleston, S. C.—Work has been commenced on the Catholic cathedral previously reported as to be erected. The cost will be \$100,000. Bishop Northrup can give information.

Charleston, S. C.—P. A. J. Sullivan has been awarded the contract for the stone and brick work on the postoffice building recently mentioned, his bid being \$134,000.

Charleston, W. Va.—Wm. A. Boyd will, it is reported, erect a barn to cost \$6,000.

Charlotte, N. C.—S. L. Leary has drawn plans for the First Presbyterian Chapel, 38x50 feet.

Charlotte, N. C.—The erection of a tabernacle to hold 5,000 people is being considered.

Chattanooga, Tenn.—S. B. Moe, superintendent of construction, invites proposals until February 1 for the erection of a six-story building to be erected by the Chattanooga Times.

Chipley, Fla.—A high school has been located by the Washington county school board.

Clarendon, Texas.—A building 30x70 feet, to cost \$8,000, is being erected for the bank recently reported as organized.

Clarendon, Ark.—S. Bondi is reported as contemplating the erection of a brick store to cost \$5,000.

Clarendon, Ark.—The organization of a company to erect an opera-house is reported as a possibility.

Cloverport, Ky.—It is stated that Mr. Heygood, superintendent of bridges of the Louisville, St. Louis & Texas Railway Co., will erect a residence, and contract has been let.

Conway, Ark.—A Knights of Pythias hall is to be erected to cost at least \$15,000.

Cordele, Ga.—It is reported that Dr. Marvin, of Atlanta, contemplates erecting 60 houses.

Cordele, Ga.—It is reported that the Methodists will soon erect a new house of worship.

Corpus Christi, Texas—Hotel.—E. H. Ropes, president, states that the Port Aransas Co. is about to erect a very large hotel at Aransas Cliffs, and also to make other improvements, mentioned elsewhere in this issue.

Covington, Ky.—The Henry Feltman Co. has been incorporated by Henry Feltman, Joseph Feltman and Henry Feltman, Jr., with a capital stock of \$150,000. The company will probably build a tobacco warehouse.

Danville, Ky.—A new church will be erected by the Methodists.

Darien, Ga.—Contract for the erection of the McIntosh county pauper house, previously reported, has been let.

Denison, Texas.—The Denison Cotton Manufacturing Co. will receive proposals until February 1 for the erection of its buildings for a \$500,000 mill.

Dublin, Texas.—Higginbotham Bros. will, it is reported, rebuild their business house, recently reported as burned.

Eagle Pass, Texas.—The Eagle Pass Club has decided to build the \$30,000 opera-house recently mentioned to be erected at once.

Ellicott City, Md.—The Patapaco Land & Loan Association has been incorporated with a capital stock limited to \$100,000 by H. T. Heath, John V. Long, Thomas B. Harn and others.

Florence, S. C.—The stock company mentioned elsewhere in this issue probably to be organized for the purpose of erecting tobacco factory, proposes to build also a tobacco warehouse.

Fort Worth, Texas—Hotel.—The Fort Worth Loan & Construction Co. contemplates the erection of a hotel, mentioned recently, to be 7 stories high and cost not less than \$300,000, if the city of Fort Worth will guarantee the company on the investment net earnings for ten years at 8 per cent. per annum.

Fort Worth, Texas.—A. A. Johnson has let contract for the erection of a residence; W. F. Somerville will erect a four-story stone office building, to cost \$50,000; Ross, Herd & Ross, a three-story block, 100x100 feet; J. C. McCarthy, a building 50x100 feet; Hyde Jennings a building; the Fort Worth Land & Investment Co., a building.

Fort Worth, Texas.—The Missouri, Kansas & Texas Railway Co. (office, Sedalia, Mo.) will, it is stated, erect a freight depot.

Fort Worth, Texas.—F. Screen will erect a two-story brick building to cost \$8,000.

Fort Worth, Texas.—D. S. Holt has the contract to erect 16 houses; F. T. Scott, 18 houses, and W. S. Head, 3 houses—James Ryan is the owner; Sweeney will erect a two-story iron and stone-front buildings to cost \$8,000; W. A. Squires, two similar buildings to cost the same amount.

Fort Worth, Texas.—The Independent Order of Odd Fellows contemplates the erection of a four-story building, 50x100 feet, to cost \$42,000. E. B. Harold can give information.

Georgetown, S. C.—The People's Building & Loan Association has been organized with a capital stock of \$50,000 by H. Kaminski, W. D. Morgan, L. S. Ehrlich and others.

Gloster, Miss.—A branch of the Interstate Building & Loan Association of Columbus, Ga., has been organized with E. H. Ratcliff as president.

Graham, Va.—Hotel.—It is stated that a hotel will be erected; also that the Norfolk & Western Railroad Co. (office, Roanoke, Va.) will build a passenger station.

Harrison, Miss.—A branch of the American Loan & Tontine Savings Association has been organized with S. D. Monan as president.

Henderson, N. C.—The Henderson Storage Co. will increase its warehouse capacity.

Henrietta, Texas.—The Cumberland Presbyterian congregation will erect a church.

Henrietta, Texas.—I. H. Ferris has let contract for the erection of a residence to cost \$5,000.

Honey Grove, Texas.—A school is reported as to be erected at a cost stated to be \$31,000. The mayor can give information.

Houston, Texas.—Sweeney & Coombs will, it is reported, remodel Gray's Opera House.

Houston, Texas.—The Bayou City Street Railroad Co. contemplates the erection of a brick stable 80x100 feet.

Jackson, Tenn.—The Jackson Brick Manufacturing Co. has secured the contract for remodeling the Madison county courthouse, previously reported, their bid being \$18,600.

Jonesboro, Tenn.—The Embreeville Iron Co. will erect houses for employees, and also office buildings.

Knoxville, Tenn.—The erection of a new chapel for colored people in West Knoxville is proposed.

Knoxville, Tenn.—The St. John's Lutheran Church has applied for a charter, with J. A. Hanson, P. C. Ottinger, J. C. Kinzel and others as incorporators.

Leaksville, N. C.—A building and loan association will probably be organized.

Lexington, Ky.—A Protestant infirmary is to be established by the Woman's Guild of Lexington.

Lexington, Ky.—The Lexington Belt Railroad Co. will erect a union depot.

Lexington, N. C.—The Methodist Protestant congregation will, it is reported, erect a new church.

Little Rock, Ark.—J. C. Barrow will erect a dwelling to cost \$5,000. C. L. Thompson prepared plans.

Little Rock, Ark.—A building and loan association has been organized with Thomas Cox as president.

Louisville, Ky.—John C. Lewis confirms the report of several weeks previous that he will erect a \$300,000 seven-story store building. Will have electric plant, elevators, steam heat, engines, etc. Address C. A. Curtin, architect, Louisville, for information.*

Lynchburg, Va.—The Lynchburg & Alleghany Railroad Co. (office Richmond, Va.) will erect a passenger station, the cost stated to be about \$15,000, and also a freight depot.

Madison, Ga.—Hotel.—J. W. Broaden and S. A. Tunell will remodel the Madison Hotel, which they have purchased.

Manchester, Va.—The owners of Otterburn Springs have, it is reported, offered a site for the proposed Masonic Orphans' Home, recently reported.

McDonough, Ga.—The Presbyterians contemplate the erection of a church.

Midland City, Ala.—The Farmers' Alliance of Dale county contemplates the erection of a warehouse.

Moutevall, Ala.—It is reported that contracts for the erection of 50 houses in the new mining town of Gurnee have been let. If true the Cahaba Coal Mining Co. (office, Blocton, Ala.) can give information.

Montgomery, Ala.—Two fire-engine houses will be erected by the city. Bids are wanted.

Montgomery, Ala.—A. M. Kennedy & Son, reported last week, will erect a three or four-story building 50x140 feet. An elevator will probably be put in.*

Montezuma, Ga.—The Alphaha Farmers' Alliance will erect a warehouse.

Morristown, Tenn.—A \$20,000 building will, it is said, be erected for the Morristown Colored Seminary.

Morristown, Tenn.—The National Home, Building, Savings & Loan Association has been organized.

Morristown, Tenn.—Two tobacco warehouses are reported as to be erected.

Mossy Creek, Tenn.—The Carson-Newman College, it is stated, will probably erect a new building shortly.

Mt. Sterling, Ky.—Montgomery county will erect a new courthouse, 60x90 feet, to cost \$30,000; Bartlett, Buddeley & Chamberlain, box 133, Memphis, Tenn., can give information.

New Orleans, La.—The erection of a chamber of commerce building is being seriously talked of, to cost perhaps \$350,000. Mr. Miller, president of the chamber, can give information.

New Orleans, La.—The erection of two hospital buildings is being talked of. C. J. Bickham, M. D., can give information.

Newton, Ala.—The Dale County Farmers' Alliance contemplates the erection of a warehouse.

Norfolk, Va.—H. B. Lowry, quartermaster United States marine corps, Washington, D. C., will receive proposals until January 27 for the construction of a marine barracks at Norfolk.

Oneonta, Ala.—The Ingram Land Co. will erect a building for its office.

Opelika, Ala.—Bids are being received by Floyd & Stevens and R. J. Trammell for the erection of a passenger station, previously reported.

Owensboro, Ky.—The First Presbyterian congregation contemplates the erection of a new church to cost over \$15,000.

Oxford, N. C.—The Farmers' Alliance will erect one of the two warehouses previously reported. It will be 90x250 feet.

Piedmont, Ala.—The Piedmont Furnace Co. will, it is reported, erect 100 houses for employees.

Piedmont, Ala.—Hotel.—George M. Pollard, of Anniston, Ala., is preparing plans for the hotel mentioned last week to be erected by the Piedmont Land & Improvement Co.

Piedmont, Ala.—The Piedmont Land & Improvement Co. is erecting a bank building, and will shortly commence an office building for its own use. Lonsdale Green, Anniston, Ala., is the architect for the former building.

Prosperity, S. C.—The Newberry Alliance Warehouse Co. has been incorporated.

Richmond, Va.—The Lee Club has been organized and contemplates erecting a building which, together with the site, will cost \$100,000.

Richmond, Va.—W. E. Cutshaw is preparing plans for a monument 92 feet high to be erected in Libby Hill Park.

Richmond, Va.—George B. McAdams will erect a three-story residence, 25x102 feet, to cost \$11,000. Announciators, laundry fixtures, etc., will be used. W. O. Burton has the contract, which he will sell.

Ritchie C. H., W. Va.—The Independent Order of Odd Fellows will erect a three-story hall.

Roanoke, Va.—The Roanoke Construction Co. has the contract for erecting a three-story business house.

Roanoke, Va.—An election will take place on February 11 to decide as to issuing \$30,000 of 6 per cent. bonds to run for 30 years, proceeds to be used for the purpose of erecting a mayor's office, city jail and police headquarters.

Roanoke, Va.—Hotel.—An addition will probably be built to the Hotel Roanoke. Joseph H. Sands, general manager Norfolk & Western Railroad Co., can give information.

Salem, Va.—N. Hockman, of Roanoke, has secured the contract for the erection of a bank building to cost \$14,400.

Salisbury, N. C.—The Presbyterians are said

to contemplate the erection of a new house of worship.

San Antonio, Texas.—It is rumored that a \$200,000 board of trade building may be erected.

Savannah, Ga.—Hotel.—B. Dub has leased the Hotel Tybee, recently mentioned, and contemplates expending \$50,000 in equipment.

Sheffield, Ala.—G. C. Graft will erect two buildings; Mrs. J. E. Swope, a residence. The Sheffield Manufacturing & Constructing Co. has contract for the latter.

Sheffield, Ala.—A. J. Moses, secretary Board of Education, invites proposals until February 7 for the erection of a school building.

Sherman, Texas.—A State college building for colored persons is reported as to be erected. It will cost \$50,000.

Shreveport, La.—Hotel.—L. M. Weathers, of Americus, Ga., is preparing plans for the erection of a 40-room hotel.

Smithville, Ga.—The Central Railroad & Banking Co. of Georgia (office, Savannah, Ga.) will erect a two-story building to be used as a passenger station and also for the general offices of the southwestern division of the road.

South Pittsburg, Tenn.—The contract for the erection of a warehouse for the Perry Stove Works, recently reported, has been let to F. B. Patton & Co.

Spartanburg, S. C.—W. E. Bennett contemplates the erection of a residence.

Spartanburg, S. C.—The commissioners of Spartanburg county contemplate the erection of a courthouse to cost about \$50,000 and will receive proposals for a site until February 4.

Starke, Fla.—W. H. Rivers is erecting a brick building 50x100 feet.

St. Petersburg, Fla.—The Jacksonville, Tampa & Key West Railroad Co. (office, Jacksonville, Fla.) will, it is reported, erect a warehouse.

Stuttgart, Ark.—A building and loan association has been organized with a capital stock of \$50,000.

Suffolk, Va.—A. P. Gomer contemplates the erection of a residence.

Summerfield, Ala.—The establishment of an orphans' home is being agitated. Dr. J. W. Newman, Tuscaloosa, can give information.

Tavares, Fla.—The erection of a union depot by the Florida Central & Peninsular Railway Co. (office, Jacksonville, Fla.) is being agitated.

Trenton, Tenn.—It is reported that a police station-house will shortly be erected.

Tyler, Texas.—The East Texas Horticultural & Blooded Stock Association, recently mentioned, states that it will erect a horticultural hall and horticultural experiment station, together with a race track.

Van Alstyne, Texas.—A building for the national bank recently mentioned is to be erected to cost \$5,000.

Vicksburg, Miss.—The D. W. Flower Ice Co. is erecting a cold-storage warehouse.

Washington, D. C.—The New England Granite Co. has secured the contract for furnishing and cutting the stone for the Congressional Library building, recently mentioned. The amount of their bid was \$1,221,600.

Washington, D. C.—Luther L. Apple, George T. Graham, James F. Hood and others have incorporated the Central Real Estate & Investment Co. with a capital stock of \$1,500.

Washington, D. C.—Mrs. Eugene Hale and mother will erect a residence—Charles Edmonston has contract; E. M. Douglas, a cottage to cost \$5,000; Dr. Ritchie and others, 8 brick dwellings to cost \$20,000; W. T. Walker, 3 dwellings to cost \$6,000; W. H. Bell, 3 dwellings to cost \$5,500; James H. Merriweather, 3 dwellings to cost \$15,000; also 3 dwellings to cost \$25,000; plans have been prepared by W. B. Gray for a conservatory 70x70 feet; by C. E. Burden for 6 dwellings; by W. C. Frederic, for 3 dwellings to cost \$17,000; by N. T. Haller, for 2 dwellings to cost \$6,500.

Washington, D. C.—Galt & Co., mentioned elsewhere in this issue, will erect two two-story warehouses 48x63 feet and 40x83 feet. J. L. Parsons prepared plans.

Wheeling, W. Va.—The City Hospital Association has been incorporated with a capital stock of \$100,000 by Wm. A. Wilson, R. Rush Swope and others to erect the hospital lately mentioned.

Wheeling, W. Va.—The West Virginia Home Co. has been incorporated with a capital stock of \$100,000 by Frank Gruse, John F. Miller, Albert L. Wilkie and others.

Wichita Falls, Texas.—Hotel.—A \$15,000 hotel is reported as to be erected.

Wilmington, N. C.—J. S. Allen has secured the contract to erect the cold-storage warehouse in connection with the bottling works being built for the Portner Brewing Co. (office, Alexandria, Va.) to cost \$15,000.

Winston, N. C.—Land has been purchased 200,000 feet, for the erection of a city hall and market-house.

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Artesian Well.—The Abilene Progressive Committee, Abilene, Texas, will receive proposals for sinking the artesian well.

Boiler.—F. R. Martin, Breaux Bridge, La., wants a boiler 42 inches x 40 feet.

Boiler and Engine.—John C. Lewis will purchase boiler and engine for his \$200,000 building. Address C. A. Curtin, architect, Louisville, Ky.

Boiler & Engine.—Freemon Epes, Blackstone, Va., wants a 75 horse-power boiler, and engine of same capacity.

Boiler and Gin.—W. T. Jones, Donoho, S. C., wants to exchange a second hand 40 horse-power boiler for a new one, and an old cotton gin or a wheat mill for a new cotton gin, paying the difference in both cases.

Box Factory.—Turner Bros., Birmingham, Ala., want prices on machinery for sawing lumber and manufacturing boxes.

Box and Furniture Factory.—Yonge Bros. & Co., Ocala, Fla., will purchase machinery for a cigar box and furniture factory.

Bridge.—J. J. Mitchell, Florence, Ala., will receive proposals until February 10 for constructing an iron bridge about 180 feet long, with a roadway of 16 feet.

Broom Factory.—W. J. C., P. O. drawer 24, Baltimore, Md., wants catalogues and prices on broom machinery.

Canning Factory.—The Southern Pines Fruit Growing & Canning Co., Southern Pines, N. C., may later on purchase outfit for cannery factory.

Corn Mills.—Freemon Epes, Blackstone, Va., wants two corn mills.

Cotton Gin, &c.—D. M. Crosthwaite, Kyle, Tex., will put in a new cotton gin, steam presses, distributor and some pulleys and shafting.

Cotton-seed Oil Mill.—W. McZimmerman, Spartanburg, S. C., will soon want estimates on machinery for a cotton-seed oil mill.

Crusher.—H. H. Cribbs, Tuscaloosa, Ala., wants a clay-crushing machine.

Dry-kiln.—The Sullivan Manufacturing Co., Anderson, S. C., wants a modern dry-kiln.

Dynamo.—The Blue Grass Cordage Co., Georgetown, Ky., may want a 100 light dynamo for its factory.

Electric-light Plant.—H. A. Sommers, Elizabethtown, Ky., wants a small electric-light plant.

Electric Plant and Elevators.—John C. Lewis will purchase electric plant and elevators for his \$200,000 building. Address C. A. Curtin, architect, Louisville, Ky.

Elevator.—A. M. Kennedy & Son, Montgomery, Ala., will probably put an elevator into their building to be erected.

Engine.—The Concord Chair & Manufacturing Co., Salem, Va., wants a 40 horse-power engine.

Flour Mill.—H. L. Morton, Rock Lick, Ky., wants machinery for a roller system flour mill to be erected at Addison.

Flour Mill.—Freemon Epes, Blackstone, Va., wants a 25-barrel roller process mill.

Gold Mine.—W. T. Bryson, Auraria, Ga., will probably want gold-mining machinery later on.

Ice Factory.—F. J. Knight, Charlotte Harbor, Fla., wants prices on machinery for an ice factory.

Ice Factory.—H. A. Sommers, Elizabethtown, Ky., wants plant for a small ice factory.

Laundry.—H. A. Sommers, Elizabethtown, Ky., wants outfit for steam laundry.

Machine Shops.—Howard Bros., Blackville, S. C., expect to put additional machinery in their machine shops.

Motor.—Gideon Purl, Georgetown, Texas, will probably purchase a water motor.

Planer.—The Concord Chair & Manufacturing Co., Salem, Va., wants a planer.

Planer and Matcher.—F. O. Boomer & Son, Jasper, Ark., want a good second-hand planer and matcher for a saw mill.

Planer, Shingle Machinery, &c.—J. F. Alderman, Statesboro, Ga., will purchase planer, shingle machinery, shafting, pulleys, &c.

Phosphate Machinery.—Albertus & J. W. Vogt, Ocala, Fla., may purchase phosphate machinery.

Roofing.—Howard Bros., Blackville, S. C., want iron, felt or asbestos roofing.

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Chattanooga, Tenn.

Saw.—F. O. Boomer & Son, Jasper, Ark., want a 56 inch circular saw, solid or inserted teeth.

Saw.—J. W. Evans, Summerville, Ga., wants a saw to bolt 18-inch lumber into 4-inch bolts.

Slate Machinery.—L. W. Cox, Charlottesville, Va., will probably want machinery for getting out slate; also slate pencil machine.

Spoke and Handle Factory.—Bowen & Holcombe, Easley, S. C., will probably want some machinery for a spoke and handle factory.

Stair-building.—The Beutell Manufacturing Co., Atlanta, Ga., stair builders and manufacturer of hard-wood interior finish, will purchase machinery required in its line of work.

Steam Heating Machinery.—The Hendrix College will want steam heating machinery if it removes its location. A. C. Millar, Altus, Ark., can give information.

Steam-heating Apparatus.—John C. Lewis will purchase steam-heating apparatus for his \$200,000 building. Address C. A. Curtin, architect, Louisville, Ky.

Street-cleaning and Ditching Machinery.—The Improved Wood Pavement Co., Mobile, Ala., wants street-cleaning and ditching machinery.

Sugar-house.—F. R. Martin, Breaux Bridge, La., wants two clarifiers, one evaporator and a strike pan for sugar-house.

Tram-road.—Arthur Hutchins, Hillister, Texas, wants prices on three miles of 30-pound rails for a tram-road.

Terra-cotta Works.—R. R. Hopkins, Brunswick, Ga., will want machinery for manufacturing sewer pipe.

Wagon and Wheel Factory.—The Hatcher Iron Wagon Co., Macon, Ga., will want complete outfit for the manufacture of wagons and wheels.

Woodenware Factory.—The Burrows Plow Works, Hawkinsville, Ga., wants prices on machinery for the manufacture of trays and other wooden hollow ware.

BUYING MINERAL LANDS FOR DEVELOPMENT—
SALTVILLE, VA., Jan. 6, 1890.—I have purchased the Lick mountain iron property, containing 14,000 acres, lying within two miles of the Norfolk & Western Railroad at Wytheville, Va., for \$150,000, and shall open the manganese and iron mines this year, and also make other improvements.

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WANTS.

WANTED—Boss Dyer, Carder and Spinner, and other competent mill hands. Address CALUMET COTTON FACTORY, Mammoth Spring, Ark. State references and experience.

WANTED—Situation as Superintendent of Cotton Mill; best of references from present employers, with whom have been with as such for nearly 20 years, and others to whom I am well known. Address HUGH BONE, Ellicott City, Howard county, Md.

WANTED—A position as Bookkeeper or clerk by a young man 25 years of age, who has filled the two positions together for six years in the hay, grain and retail lumber business. Good plain writer. Best of references furnished. Address BOOKKEEPER, Box 77, Port Deposit, Md.

WANTED—A Gentleman of standing and integrity for several years in active business at New York and Chicago, occupying responsible position, desires to represent South some mercantile or investment interest; Knoxville, Chattanooga or Memphis preferred. Address D, Post-office Box 715, Chicago.

WANTED.

A Good Business Man Would Invest a few thousand dollars in some good mechanical business or would join parties about to organize or extend their business in the South. Address "F. L. T.", care of Manufacturers' Record, Baltimore, Md.

PROPOSALS.

BRIDGE LETTING.—The Court of County Commissioner, of Lauderdale county, Ala., will, at its next regular meeting on Monday, 1st February next, receive bids for an iron bridge across Cypress Creek at the Gunwale Ford, just outside the corporate limits of the City of Florence. Said bridge is to be about 180 feet long, with a roadway of 16 feet in width. Sealed bids for the same will be received at my office, in Florence, up to noon of the above date. The Court reserves to itself the right to reject any and all bids. J. J. MITCHELL, Judge of Probate, Florence, Ala., January 10th, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 20th day of February, 1890, for all the labor and materials required to complete the Stone and Brick Masonry of the Superstructure of the U. S. Custom House, Postoffice, &c., building at Port Townsend, Washington, in accordance with drawings and specification, copies of which may be had on application to this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$500. The Department will reject all bids received after the time fixed for opening same; also, bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. January 10th, 1890.

PROPOSALS for the construction of a Marine Barracks at the Navy Yard, Norfolk, Va. Headquarters United States Marine Corps, Quartermaster's Office, Washington, D. C., January 2, 1890.—Sealed proposals in duplicate are hereby invited and will be received at this office until 12 o'clock noon on Monday, the 27th day of January, 1890, at which time and place they will be opened in the presence of attending bidders, for furnishing all the necessary materials and labor and constructing and erecting said barracks, in accordance with plans and drawings, which may be seen, and specifications, of which copies may be obtained, upon application to the undersigned. Blank forms of proposals, embracing a general statement of provisions to be included in the contract for the construction of said barracks and all other information essential to bidders, may be obtained upon application to this office. Proposals must be made upon said blank forms and enclosed in sealed envelopes marked "Proposals for the Construction of a Marine Barracks at the Navy Yard, Norfolk, Va." and addressed to the undersigned, who reserves the right to reject any or all bids as in his judgment the interests of the government may require. H. B. LOWRY, Major and Quartermaster, U. S. Marine Corps.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 22d day of January, 1890, for all the labor and materials required for the glass ceiling over postoffice working room of the United States Courthouse, Postoffice, &c., building at Louisville, Ky., including the iron, glass, wood and copper work, in strict accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time fixed for opening the same, also bids which do not comply strictly with all the requirements of this invitation. JAS. H. WINDRIM, Supervising Architect. December 26th, 1889.

THE BOARD OF SUPERVISORS of this county will either repair the present jail by putting in steel cells, or build a new jail. Correspondence from contractors solicited. E. H. VAUGHAN, Clerk of the Board, Halifax C. H., Va., January 1, 1890.

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Par Value of Shares \$25 each.

This Company, chartered under the laws of the State of Virginia, is the builder of a Compression Ice and Refrigerating Machine, under the Johnson patents, which is without a rival in its simplicity and the effectiveness of its work, and is about the only machine in the market where all the plant is on one floor. The ice made by this machine is so transparent that a newspaper can be read through a block 11 inches in thickness. Our machines now at work are giving entire satisfaction. The capital already subscribed and paid up amounts to \$27,500, and the Company's books are now open for subscriptions to \$50,000 more. The par value of the stock is \$25, to be paid for as follows: \$5 per share at the time of subscription, \$5 per share in 30 days, and \$5 per share in 60 days. The remainder on call of the Board of Directors—no call to be greater than \$5 per share, nor to be made within 30 days of any previous call. No business has made such rapid growth in the South as that of manufacturing ice, and we can recommend the stock of the Company as a first class paying investment to large or small capitalists.

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Engine Lathe—56 in. x 20 ft.; 60 in. x 10 ft.; 32 in. x 18 ft.; 29 in. x 15 ft.; 24 in. x 10 ft.; 22 in. x 8 ft.; 10 and 12 ft.; 20 in. x 8 ft.; 15 in. x 6 and 8 ft.; 1 each 24 in. x 10 in. and 24 ft.; 24 in. x 12 ft.; 24 in. x 15 ft.; 26 ft.; 18 in. x 10 ft.; 20 in. x 8 ft.; 12 in. x 8 ft.; 1 each 16 in. x 6 ft.; 12 in. x 5 ft.; 1 each 11 in. x 4 ft. and 5 ft.; 1 each 16 in. x 3 ft., foot power. 4 Brass Turret Lathes, assorted sizes. 1 each Planer, 24 in. x 24 in. x 5 and 8 ft. 1 " " 20 in. x 20 in. x 8 ft. 1 Planer, 34 in. x 32 in. x 18 ft. 50 in. x 20 in. x 17 ft. 1 " " 40 in. x 40 in. x 14 ft. 1 " " 45 in. x 30 in. x 16 and 20 ft. 1 " " 25 in. x 30 in. x 4 and 5 ft. 1 " " 16 in. x 16 in. x 3 ft. 1 Screw Planer, 18 in. x 3 ft. 1 Engine Lathe, 22x22 feet, good order. Niles. 1 " Taylor" Saw Mill, with top saw, will cut 30" x 36". Good as new. 1 New Horizontal Boring Machine, with facing attachment, Newark Machine Tool Co., makers. 1 48-inch Gear Cutter. Gould & Eberhart. 1 24x18x4-foot Planer. Ames. 1 22x20x3-foot Planer. Putnam. 1 Drop Hammer, 75 pounds. 1 48 in. Radial Drill. 1 Shaper each 6, 10, 12, 15, 20, 24 and 30 in. stroke. 1 Crank Planer. 6 Lincoln Pat. No. 2 Millers. 1 Universal Miller. Brown & Sharpe. 1 each 2, 3, 4 and 6 Spindle Gang Drill. 1 each Nos. 1, 2, 3, 4 and 5 Screw Machines. 1 No. 9 Screw Machine. Jones & Lawson. 1 each 40 & 60 lb. Vertical Hammers. 1 No. 53 Ferratec Press. 1 Nut-Facing Machine. 1 No. 214 Fowler Press. 1 Foot Presses, assorted. 8 Power Presses, assorted. 1 Punching and Shearing Machines, assorted. 1 Return Tubular Boilers, 25 H.P. 1 Bolt Cutter, each 16 in. to 1 in. and 36 in. to 2 in. 1 No. 1 Hand Millers. Pratt & Whitney. 1 Horizontal Boring each 25 and 45 H.P. 1 Horizontal Boring Machine, 36 in. x 6 ft. 1 each 8 and 12-inch Slotters. Correspondence solicited. 1 Power Mortising Machine. Also full line of New Machinery.

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12-in. Bement Slotter. Good Order.

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1 38-in. x 8-ft. 3-in. P. & W. Bench Hand Lathes. Good Order.  
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1 12x5 Star Hand Lathe. New.  
1 14x5 Star Tool Co. Lathe. Good Order.  
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1 15x5 Star Tool Co. Lathe. Good Order.  
1 17x8 New Haven Lathe. Good Order.  
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1 18x6 New Haven Lathe. Good Order.  
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1 20x6 L. W. Pond Lathe. Good Order.  
1 20x6 American Lathe. Good Order.  
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1 20x10 Geo. A. Ohl & Co. Lathe. Good Order.

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Manufacturers of Engine Lathes, Shapers, Upright Drills, etc. Dealers in Iron and Brass Working Machinery.

Western Store 68 & 70 S. Canal St., Chicago.

**For Sale.****BOILERS.**

41 Second-Hand and 23 New Boilers.

13 Second-Hand and 19 New

**ENGINES.**

At buyers' prices. Address

**CASEY BOILER MFG. CO.** Chattanooga, Tenn.

&lt;/div

## TRADE NOTES.

MESSRS. GORDON, STROBEL & LAUREAU, Limited, of Philadelphia, have contracted with the Southern Iron Company, of Nashville, Tenn., for two 16x55 Gordon fire-brick stoves, to be erected at their West Nashville furnace.

A WELL-EQUIPPED cotton mill situated at Manchester, N. C., on the line of the Cape Fear & Yadkin Valley Railroad, is offered for sale in our advertising columns by Thomas P. Baldwin, president, 5 and 7 German street, Baltimore. The mill is fitted to make plaids, checks and other colored goods, and is in excellent running order. It has both water and steam-power. A large number of buildings and considerable land go with the mill. Further information regarding it can be had upon application to Mr. Baldwin.

THE National Pulley Covering Co., of Baltimore, have found it desirable, through the increase of their business, to establish an agency for the sale of their goods in Richmond, Va., Messrs. Ellett & Cooke, of that city, now representing them exclusively for Virginia and North Carolina, to whom all inquiries for their goods from that section should be sent. This cover-

IN renewing their advertisement with the MANUFACTURERS' RECORD, the Standard Scale Co., of Rome, Ga., say: "We derive a great deal of benefit from your enterprising paper." This company starts out with the new year with improved prospects. It manufactures scales in great variety of grade, style and size, and has established a very large trade in the South. It has recently sold a large number of scales to railroads in the South, most of them scales of large size, 60 tons or more. With the advantage of cheap metal, an abundance of the best wood, and close application to business, this company has enlarged and increased its business until it has become one of the best known of Southern industries. The new year's price-list of styles and varieties of scales can be had upon application to the company.

## New Phoenix Spring Frame Safety Bicycle.

The Stover Bicycle Manufacturing Co., of Freeport, Ill., are just out with their new 30-inch wheel, shown in accompanying cut. It is a splendidly made machine throughout, with weldless steel tubing; ball bearings everywhere;  $\frac{1}{2}$  gray rubber tires; spring frame; direct spokes; vulcanite handles; English or American saddle;



NEW PHOENIX SPRING FRAME SAFETY BICYCLE.

ing has found ready sale in every State in the Union as well as abroad, and is adapted for every kind of pulley and class of machinery, the company guaranteeing an increase in the speed of machinery from its use of from 15 to 35 per cent., it being particularly noticeable in cotton ginneries, where, in addition to the increased output, a longer fibre is obtained from the steady motion given to the machinery from its use.

PATENT LITIGATION.—In Dodge Manufacturing Co. vs. R. J. Puster et al. the controversy was really between the Dodge Manufacturing Co., of Mishawaka, Ind., and the Milburn Gin & Machine Co., of Memphis, Tenn., which companies have heretofore controlled the patents upon wood-split pulleys for line shafting. The patents involved in the case were the McNeal patent of 1886 and the Sanborn patent of 1883. The decision of the court was to the effect that the Milburn Co. had, by virtue of certain contracts and by the conduct of the complainant, a full and complete license under the patents of the Dodge Co. The validity, scope and effect of the patents involved was not passed upon, and therein a number of manufacturers throughout the country, who hoped for an opportunity through this decision to go into this business, are disappointed. The real merits of these patents remain to be adjudicated as against the joint interests of the Milburn and Dodge companies, the present decision fully establishing the rights of the Milburn Co. in the premises. The bill was dismissed for want of equity. James H. Raymond appeared as attorney for the defense.—Chicago Inter-Ocean.

**SECTIONAL  
INSULATED AIR  
COVERINGS**

For PIPES, BOILERS, DRUMS and all other hot or cold surfaces. ASBESTOS CEMENT, PACKING, SHEATHING, &c.  
**SHIELDS & BROWN CO.**  
148 Worth St., NEW YORK. 240 and 242 Randolph St., CHICAGO.

**THE PERFECTION  
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THE LATEST, BEST AND MOST IMPROVED FOR FAMILY USE.

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DISCOUNTS and Descriptive Catalogues on application to manufacturers.

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Manufacturers of Hardware Specialties,  
N. E. COR. LEHIGH AVENUE AND AMERICAN ST.,  
PHILADELPHIA, PA., U. S. A.

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FOOT AND POWER LATHES**

\$175. \$60

Drill Presses, Shapers, Band, Circular and Scroll Saws, Machinists' Tools and Supplies. Lathes on trial. Catalogue mailed on application.

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162 West Second St., CINCINNATI, O.

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LARGEST STOCK. LATEST IMPROVEMENTS. FULLEST LINE.

Washing Machines, Ironing Machines, Centrifugal Machines, Mangles, Wringers, &c. BOILERS AND ENGINES.

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Water Works, Gas Works, Electric-Light Plants and Sewerage Constructed in all parts of the United States. We offer special inducements to Cities, Boroughs and Towns. Special attention given to the remodeling of Water Works, &c., &c.

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## CORDES MAN, MEYER & CO.

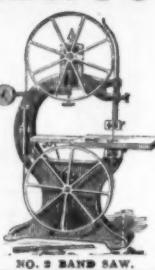
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FINE GRADES OF LATEST

### Wood-Working Machinery OF EVERY DESCRIPTION.

Planing Mills, Furniture and Chair Factories, Carriage, Wagon and Agricultural Works.

Write for our latest catalogue and price-list. Correspondence solicited.



### OUR IMPROVED SWEEPSTAKES PLANER, MATCHER AND MOULDER

IS SIMPLE, STRONG AND DURABLE.

Never Fails in Yellow Pine or Hard Lumber.

Recent improvements make it the most complete Planer, Matcher and Moulder in the market for the money, which is attested by daily testimonials. No other Planer and Matcher made that uses the Ellis Patent Three-Part Tourned Boxes. It has an extra Head and Arbor for making Moldings and all odd work. Two Belts drive the Top Cylinder. All Cutter Heads are made of Cast Steel. All Expansion Links and Gears are BUSHED with BRASS. It has a

POWERFUL FEED. Heavy Countershaft furnished with each machine. PRICE:

To plane with top head  $\frac{1}{2}$ " wide, under head  $\frac{1}{2}$ " wide and match  $1\frac{1}{2}$ " wide, weight 3,500 lbs ..... \$530

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Write for Special prices. Also for our 30-page catalogue, showing a full line of Sash, Door, Blind and Furniture Factory Machinery made by us. Address

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261 LYELL AVENUE, ROCHESTER, N. Y.

Manufacturers of Planers and Matchers, Surfacing, Timber Planers, Resawing Machines, Gang Ripping Machines, Self-Feed Saw Tables, Moulders, Pony Planers, Etc.



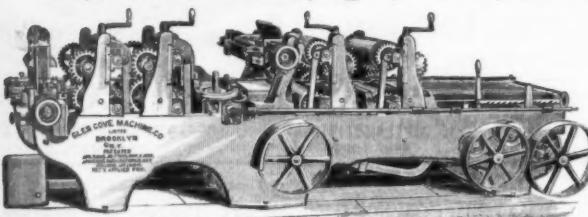
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## GLEN COVE MACHINE COMPANY, Limited,

MANUFACTURERS OF

### Improved Planing Mill Machinery.



Office & Works,  
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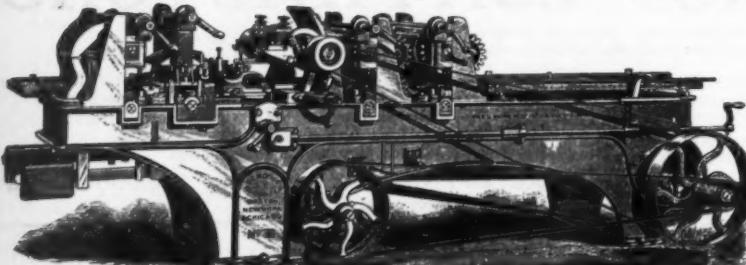
No. 1.—24-inch Patented Fast Feed Planing and Matching Machine.

SPECIALTIES: Fast-Feed Sizing, Planing and Matching, Flooring and Ceiling, Inside Moulding and Double Surfacing Machines; also the celebrated GLEN COVE DOUBLE DECKER and GLEN COVE SPECIAL.

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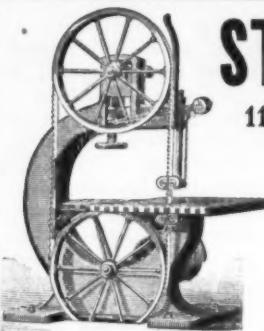
## PETER GERLACH & COMPANY, Alligator Chisel-Bit Saws,

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## STANDARD MFG. CO.

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\$80 will buy the best Band Saw in the world.

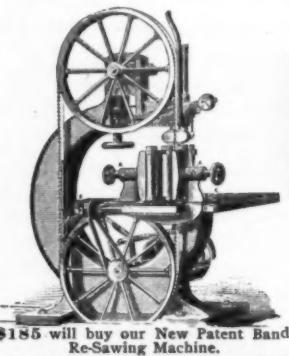
\$100 will buy our new patent 40-inch Band Saw.

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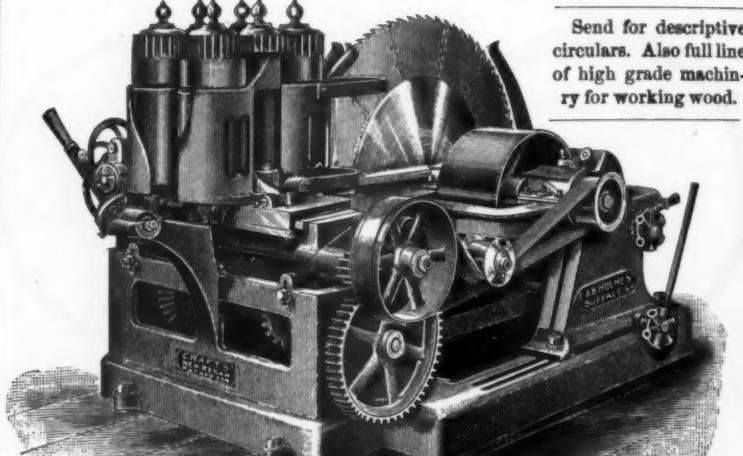
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## High Grades OF Machinery.



\$185 will buy our New Patent Band Re-Sawing Machine.

## Craft's New and Improved Segment Resaw



Send for descriptive circulars. Also full line of high grade machinery for working wood.

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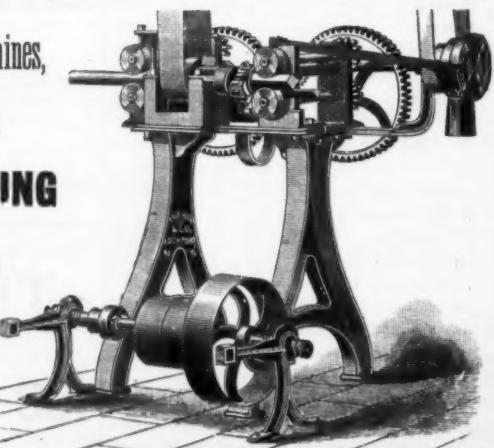
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Lathes for turning Handles for Brooms, Mops, Forks, Hoes, Axes, Hammers, Tant Hooks, and for Ball-Bats, Peavy-Stocks, Pike-Poles, Spokes, Etc.

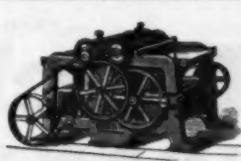


IMPROVED ROD AND DOWEL MACHINE

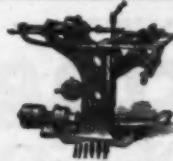
If you want Machinery for Staves, Heading, Shingles or Veneer Cutting, send for our catalogue "A." If you want Handle Machinery, send for catalogue "B." Please say where you saw this advertisement. Address as above.



No. 2½-Pacific Planer and Matcher.



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Horizontal Borer.



No. 2-Self-Food Rip Saw.



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Manufacturers of  
PATENT**Improved Wood-Working Machinery**

OF EVERY DESCRIPTION,

For Planing Mills, Sash, Door and Blind Shops, Furniture, Carriage and Wagon Factories,  
Spoke, Wheel and Agricultural Works, Car Shops, etc.

No. 2 Band Saw.

Awarded "GRAND PRIX" at the Great PARIS EXPOSITION of 1889.

Every Machine Tested and Warranted.  
Send for Circulars and Estimates.**DEFIANCE MACHINE WORKS, Defiance, Ohio. ESTABLISHED 1850.**

Manufacturers of HUB, SPOKE, WHEEL,

BENDING, WAGON AND CARRIAGE MACHINERY,

Patent Plow-Handle Benders, Shapers, Cut-Off Saw and Revolving Polishers, Hot-Form, Double and Single Bent Pole and Express Shaft Benders, Neck-Yoke, Singletree, Brush Handle Lathes and Finishing Machines.

Complete Outfit Furnished. Estimates and Circulars given upon application.



Patent Automatic Combined Spoke Turning and Shaping Machine for column, arched, curved or sharp-edged spoke turnings. Capacity 2,000 per day.



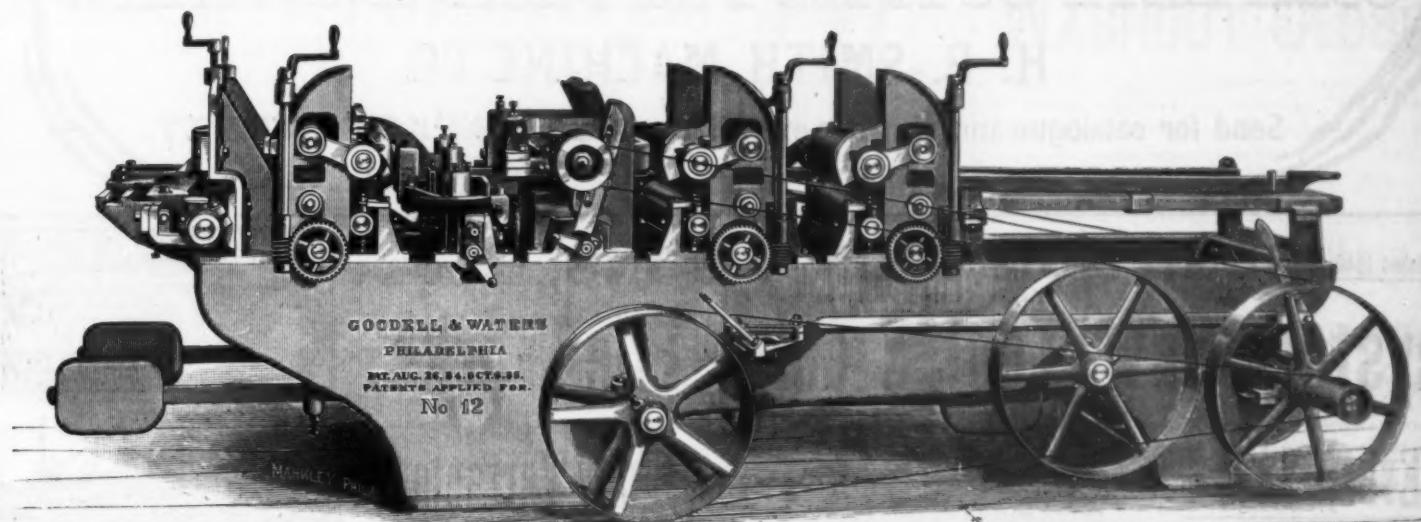
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**No. 12 Six-Roll Planer and Matcher.**

**A**NOTHER SPECIALTY of a series of new machines that are eminently successful. The No. 12 is pronounced by one of the leading mill men of Philadelphia to be the easiest running and most conveniently adjusted machine on the market. Cheap machinery is costly in the long run. We pride ourselves on excellent workmanship, perfect designs and the best materials obtainable; all that goes to make the quality of our product. We are having a lively run on this machine, and you will be satisfied that our claims to superiority are well-founded, when you examine the merits and good points about it. We solicit your correspondence.

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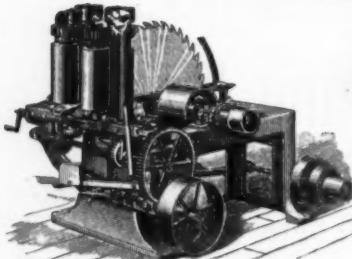
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MANUFACTURE THE MOST COMPLETE LINE OF



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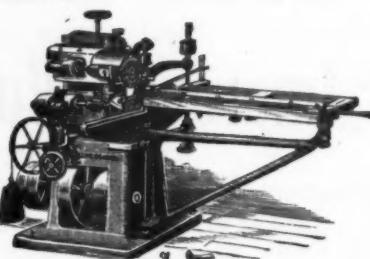


36-inch Circular Resaw.

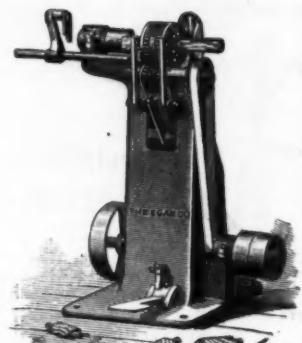
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we are happy to say, that after years of care-  
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Success of the Age, as our Method of Cast-  
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**HAVE NEVER BEEN EQUALLED.**

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FORT WAYNE  
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# Standard Oil Fuel Burner Company



[SECTION OF PLANT OF FIFTY FIRES PUT IN FOR THE LAMSON & SESSIONS CO., CLEVELAND, OHIO.]

This Burner is particularly adapted to the heavy work done by axe and scythe makers, large drop forging, etc., as well as the innumerable lighter manufactures.

We have in actual use fires from 6 x 8 inches for sure work, up to 5 x 24 feet for heating Blooms, where we heat 60 gross tons per day.

In fact it can be applied to any purpose where heat is required, obtained from coal or gas. We save in fuel, labor, time, quality of work, health of operatives, cleanliness; also in the durability of belting, which is rapidly destroyed by the fumes of gas produced by anthracite coal.

We have at this office a number of testimonials from large concerns, setting forth the merits as claimed, which are open to inspection, or a circular will be furnished on application. For further information apply at the offices of the company, Ft Plain, N.Y.

**Office and Factory, Fort Plain, New York.**

**THE SYSTEM** adopted by this company for the use of Crude Petroleum as fuel is both simple, economical and effective. Perfect combustion, uniform heat, regulated as easily as an ordinary lamp. Although comparatively new, being only introduced in April of this year, the number of fires using it AMOUNT TO NEAR ONE THOUSAND, WHICH IS PROBABLY MORE THAN ALL THE OTHER DEVICES FOR THIS PURPOSE COMBINED.

This company has yet to meet with the first failure in its appliance. The company is ready to put up any number of fires on trial, and to remove the same free of all expense should it fail to do what is represented.

We use the ordinary blast-blower (found in most every establishment) that will give 5 to 6 oz. pressure. Steam or compressed air dispensed with.

**This Method is well adapted for Desulphurizing Ores and other Mining Purposes.**

OFFICE OF LAKE ERIE IRON CO.,  
101 CLAIR STREET, CLEVELAND, O., JUNE 28th, 1889.

Gentlemen: In reply to your request for a testimonial as to the merits of your burners, we beg to state that when you first proposed to put your burners in our works we were rather doubtful as to the realization of all you claimed. After a trial of three burners we increased the number to twenty-three, and have added twelve more, and in the near future will use no other means of combustion.

We save sixty-five per cent in fuel, fifty in labor and twenty-five in time, besides producing a better article; and in health and comfort to operators it is beyond comparison.

Yours very truly,  
LAKE ERIE IRON CO., G. W. SCOFIELD, Pres.

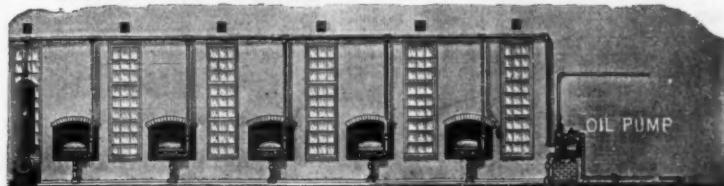
## Defiance Oil Fuel Burner & Forge Company.

This Company offers to Iron and Steel Manufacturers their system of burning Crude Petroleum, which they warrant superior to any on the market. We put it in on trial on its merits. The cost is one-third less than the cheapest. For particulars apply to office,

137 BROADWAY, Rooms 58 and 59,

NEW YORK.

**THE AERATED FUEL COMPANY,**  
425 MAIN STREET, SPRINGFIELD, MASS. J. H. BULLARD, Manager.  
**FORGING AND WELDING BY PETROLEUM AIR BLAST**  
THE ONLY RIVAL OF NATURAL GAS! ECONOMY OVER COAL!



This Cut shows our System in Actual Operation in a Nut and Bolt Works where the output is about 40 Tons Daily. **CONTINUOUS FIRES ALL DAY. NO SMOKE, DIRT, OR ASHES.**

ALDEN SPEARE'S SONS & CO., 3 Central Wharf, Boston, W. S. COLLINS, 171 Broadway, New York, WILLIAM PICKETT, SON & CO., 170 Lake Street, Chicago, Agents.

**THE ONLY SYSTEM WHERE ALL OIL IS BELOW THE BURNERS!**

We will replace any Insurance canceled on account of its use when put in according to our plans without extra cost to the insured.

## A New Gas for Light and Fuel.

### THE BROOKS GAS PROCESS

in practical operation converts crude petroleum into a fixed or non-condensable gas for illumination or fuel. The attention of gas companies is called to this process, as by its adoption they will be able to produce a light of equal brilliancy to that of the electric light, and at less cost than by any other process. Manufacturers will find this the fuel with which to compete with natural gas.

**ILLUMINATING & FUEL GAS COMPANY,**  
920 to 925 Drexel Building, Philadelphia, Pa.

W. A. LEAVITT, Prest. and Gen. Mgr.

HENRY W. BROOKS, Vice-Prest. and Gen. Sup't.

SAMUEL B. HUEY, General Counsel.

## The Corey Grate Bar.



This grate consists of single bars  $\frac{1}{2}$  thick at top and  $\frac{1}{4}$  at bottom, sides being concaved, and gives  $\frac{1}{8}$  inch air space, with only  $\frac{1}{8}$  iron to hold the heat. Bars are mounted on vibrating bearings, insuring by its operation a clean fire and economy of coal.

— Manufactured by —

**Phenix Iron Foundry, Providence, R. I.**

## PERFECTION WASHOUT CLOSET.

This Closet is well known all over the United States and has no superior. They have elicited the highest commendation from all those who have used them, and their sale increases every year.

MANUFACTURED ONLY BY

Haines, Jones & Cadbury Co.  
Plumbers' Supplies,

1136 Ridge Avenue, PHILADELPHIA, PA.

## MILNER & KETTIG,



**BIRMINGHAM, ALA.**

WRITE FOR CATALOGUES AND PRICES.  
Prices guaranteed as low as any house in this line in the United States.

## TRADE NOTES.

THE Northwestern Miller presents to the milling trade and those connected with it the usual bright and highly illuminated annual for 1890.

THE Buffalo Scale Co., of Buffalo, N. Y., had a prosperous year in 1889, and made heavy sales of scales in all parts of the country, including stock-yard, railroad and wagon scales, &c.

MESSRS. HOOPES & TOWNSEND, of Philadelphia, have issued their catalogue for the current year. The work embraces a wide range of manufactures in bolts, nuts and rivets, for which the firm is celebrated. The entire classification of goods therein described is most minute, and will prove a valuable guide to parties in the trade.

THE Rochester Machine Tools Works, Limited, are out with an elaborate pamphlet descriptive of their various Acme automatic safety engines and boilers. The favor with which these manufactures have been received throughout the country during the past year and since their introduction in 1886 is a sufficient guarantee of their qualities.

THE readers of the Buffalo Lumber World are treated to an annual for 1889 reviewing the development of the lumber trade. Its contents are composed of numerous articles bearing on the lumber interests of the lake districts, and the development of the industry in the South. The statistics compiled from authentic sources will be found valuable.

E. A. SMITH & J. P. WILSON, organizers of the Charlotte Supply Co., opened business the first of the year at Charlotte, N. C., with a full line of supplies adapted to cotton, oil and saw mills generally. Their aim is to give the Southern mills a first-class supply house near at home. They have an office at Providence, R. I., and a complete line of supplies at Charlotte.

AN important patent suit that has some time been pending, Roberts against the Foos Manufacturing Co., of Springfield, Ohio, has been decided in favor of the letter. This declares Mr. Winchell, who is one of the firm of Foos Manufacturing Co., to be the inventor of an initial breaking device for feed mills to break or crush ear corn before it enters the grinding plates.

MR. JOHN D. MCFARLAND, office Gibson House, Cincinnati, Ohio, solicits correspondence, and is prepared to secure additional capital for manufacturers and others, and to negotiate business properties of Eastern and foreign connections for large undertakings. He also has a client wishing to invest capital and services in old established Southern Democratic newspaper.

THE business of the Southern Electrical Supply Co., No. 310 North Third street, St. Louis, Mo., has so greatly increased that the company has been forced to remove to the commodious and substantial building (five-story brick) at 823 Locust street, between 8th and 9th. This company carries a full supply of electrical goods of all kinds, from a wire staple to a dynamo.

THE John T. Noye Manufacturing Co., of Buffalo, N. Y., have recently completed an arrangement with Messrs. Fairbanks, Moses & Co., whereby the latter become their Western representatives for the sale of the Rice automatic engine through their houses in Chicago, St. Louis, Kansas City, Omaha, Denver and St. Paul. The rapidly increasing sales of this engine have compelled the Noye Manufacturing Co. to take this step, which will doubtless result in still more rapidly pushing this engine to the front.

SOUTHERN cotton mill managers contemplating purchasing or making additions to plants may possibly save time and money by consulting the firm of L. Godfrey & Co., textile machinery dealers, of Providence, R. I. This firm handles the best first-class modern machinery, and having a floor space of 20,000 square feet for displaying machinery, are enabled to carry large stocks from which to select.

A PUBLIC sale of city lots in Morristown, Tenn., to take place on Tuesday, February 4th, is advertised in this issue of the MANUFACTURERS' RECORD. Messrs. J. S. Fitzgerald & Co., real estate agents, will offer on that date and succeeding days some of the most valuable vacant lots in Morristown. Five hundred choice lots are to be sold. Morristown is growing steadily, and bids fair to become one of the thriving industrial centers of that rich mineral and timber region of East Tennessee.

H. D. STRATTON & Co., of Columbus, Ga., manufacturers of the improved absorption ice machines, ask an inspection of any of their machines to prove their good working qualities on an economic basis. They now have 52 machines running and six under construction. These will be found in all the leading cities of the South, including Fort Worth, Pensacola, Savannah, Jacksonville, Augusta, Brunswick, Knoxville, Chattanooga, Louisville, New Orleans and Galveston.

MR. CHARLES HEAP, 620 Atlantic avenue, Boston, proprietor of the Grosselin-Moser napping machines, in a letter to the MANUFACTURERS' RECORD says: "We are pleased to say that business is good, and our sales in November and December were very large. We sold seven machines so far this month, and have orders for five more, with none on hand. We think Southern cotton mills make a mistake in not putting in our machines, as most of the New England mills already have them, or are in negotiation for them, finding their need for them in finishing their goods so as to command the best market prices. If Southern manufacturers are seeking to obtain the front rank (which their location and natural advantages entitle them to), they must make use of the advanced machinery of the day, and we place our machine, for its special class of finish, in the front rank, and do not fear competition. When such companies as the "Amoskeag" and "Chicopee," "Tremont" and "Suffolk" and many others we can name, purchase from four to eight of our machines, the evidence should be sufficient." THE MANUFACTURERS' RECORD has so often urged the importance of Southern manufacturers keeping up with the times by using the very latest and best machinery, that it is almost needless to refer to the matter again. These napping machines certainly deserve the careful examination of cotton mill managers.

ESTABLISHED 1866.  
**RIBBON, RUBBER, BRASS AND STEEL  
DATING, CANCELING AND OFFICE STAMPS  
OF EVERY DESCRIPTION.**  
Rubber Type, Steel Letters and Figures,  
Stencils, Seals, Checks, Badges, &c.  
**HUBBARD & CO.** 86 Nassau Street,  
NEW YORK.

**HUGHES STEAM PUMP CO.**  
CLEVELAND, O.  
MANUFACTURERS OF  
Single, Duplex and Compound Pumps  
FOR ALL DUTIES.  
WATER WORKS PUMPING ENGINES  
SEND FOR CATALOGUE AND PRICE LIST.  
UNION & SWIFT, NEW YORK AGENTS.  
T. R. WINGROVE, 324 NORTH ST.  
BALTIMORE AGENT.

## "THE COLLIAU"

NEW AND IMPROVED  
**HOT BLAST CUPOLA,**  
(patent March, 1884), and New  
Smokeless and Automatic Feed  
Boiler (pat. 1886, in U. S.)  
Correspondence solicited for  
plans of foundries and the eco-  
nomical working of cupolas, the  
saving of fuel in melting iron  
and steel, and in the production  
of steam. Address VICTOR  
**COLLIAU**, Mechanical Engi-  
neer and Architect, 287 Jefferson  
Avenue, Detroit, Mich.

## JAS. P. WITHEROW.

ENGINEER & CONTRACTOR,

Furnace & Steel

Plant Construction.

PITTSBURGH, U. S. A.

Blast Furnaces and Steel Works designed  
and erected complete in every detail ready  
for operation. Special attention given to  
the manufacture of

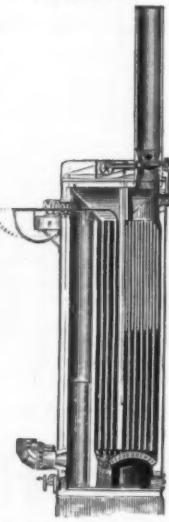
\* HEINE \*

Safety Water Tube Boilers.

Owning an extensive manufacturing plant,  
I can guarantee promptness in execution,  
and satisfaction in any contracts under-  
taken by me.

Gordon, Strobel & Laureau  
(LIMITED.)

FIRE BRICK HOT BLAST STOVES.



BLAST FURNACES.

Main Office and Works, PHILADELPHIA, PA.  
Western Branch, Pittsburgh.

Cinder Cars, Charging Barrows, Blast Furnace Equipment, Blowing and Stationary Engines.

**J. H. PRATT.**  
Analytical Chemist,

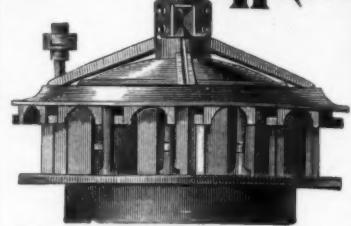
Laboratory 1826 Third Ave., Birmingham, Ala.  
Analyses of Ores, Slags and Coals carefully made.  
Reports on properties, etc.

**DON'T BUY AN  
ENGINE OR  
BOILER**

Until you have seen our circulars. Engines complete  
from 6 to 110 horse power, both Vertical and Horizontal,  
at prices below those of other reputable makers.  
1400 in use. Boilers of every style. Automatic  
Engines for Electric Lights. Centrifugal  
Pumping Machinery for Drainage or Irrigation.  
Established 22 years. Perfect satisfaction guaranteed.  
Ask for Circular M and address

Morris Machine Works,  
ALBANY, N. Y.

**SUCCESS**  
**Water Wheel.**



This Wheel is strong and durable. Exceeded  
all other wheels in the great trial tests. Is in use  
all over the nation. Also make a specialty of  
**HEAVY GEARING & MACHINERY**  
For Paper, Cotton and Grist Mills.  
**S. MORGAN SMITH**, York, Pa.

**Rome Foundry & Machine Works,**  
ROME, GA.  
Manufacturers of the well known

**DAVIS DOUBLE TURBINE**

**Water Wheel**



Beyond all question  
one of the best  
wheels on the market,  
and is fully  
guaranteed.

Send for Illustrated  
Catalogue and Price List.

**Portable & Stationary Engines  
AND BOILERS,**  
**Grist & Flouring Mill Machinery.**

**THE IMPROVED LANCASTER  
Turbine Wheel.**



Write for Descriptive Catalogue.

Lancaster Turbine Wheel Co., Lancaster, Pa.

The Balanced Gate Turbine.

PAT. SEPT. 3, 1889.  
High Percentage,  
Great Simplicity,  
CLOSE FITTING,  
AND  
EASY WORKING GATE  
Under all circumstances.  
Sold under Full Guarantee at Low Prices.

Send for Descriptive Pamphlet.

**CHRISTIANA MACHINE CO.**, Christiana, Pa.  
Makers of all kinds of Machinery for Transmitting Power. Perfect Goods Only.

# CHARLOTTESVILLE, VA.

OFFERS

Great Advantages and Liberal Inducements to Manufacturers

DESIRING TO LOCATE SOUTH.

Railroad Facilities, Cheap Rates and Rapid Transportation to all Points Unexcelled.

*PERFECT CLIMATE.*

*UNLIMITED SUPPLY OF EXCELLENT WATER.*

Gas, Electricity and Street Railway. Free Schools and Churches. Different Lines of Manufacturing Enterprises Already in Successful Operation Here.

## A LIVE AND GROWING PLACE.

HOME CAPITAL WILL JOIN IN THE ESTABLISHMENT AND OPERATION OF FACTORIES.

COME AND SEE, OR WRITE TO **JOHN M. WHITE**, President.

CHARLOTTESVILLE INDUSTRIAL & LAND IMPROVEMENT CO., Charlottesville, Va.

## CAMDEN,

The Capital of Kershaw County,  
South Carolina.

This ancient and historic town is noted for its dry atmosphere, pure water, beautiful scenery, healthful climate and refined society.

It is the center of a rich agricultural country, which contains great natural resources. Hardwoods of many species are abundant, and great forests of long leaf pine, which impregnate the air with terebinthine odors. Several good hotels entertain travelers, and two are carefully conducted for the especial comfort of northern health and pleasure seekers.

Manufacturing of all kinds can be done here advantageously. Two railroads, the South Carolina and the Charleston, Cincinnati & Chicago, furnish transportation to all parts of the country. Two telegraph lines, the Postal and the Western Union, have offices here.

Churches and schools are numerous and well sustained.

A cotton mill company has been organized, and the first installment of twenty per cent. has been called in.

Land is cheap. The climate is salubrious, and subject to no extremes during the year.

Camden invites capitalists, manufacturers, pleasure and health seekers and sportsmen to visit the city and examine the advantages it offers to all.

All inquiries will be promptly answered by the undersigned, official representative of the intendant and warders.

**DR. JOHN W. CORBETT**

Or the President of the Board of Trade.

GEO. T. McWHORTER, Pres't., Chickasaw, Ala.  
JAS. M. ALLEN, Secretary, Waterloo, Ala.

Capital Stock \$200,000.

### THE WATERLOO

Land, Mining & Mfg. Co.

WATERLOO, ALA.

(Lauderdale Co.)

Will encourage the location of manufacturing and industrial enterprises in the town of Waterloo by donations of town lots, mineral and timber lands, and stock of the company. Persons who contemplate engaging in enterprises of this character in North Alabama are requested to consider the advantages, present and prospective, of this point before deciding to locate elsewhere. Waterloo is situated on the north bank of the Tennessee river, below Colbert Shoals and consequently at the head of summer navigation on said river. During low-water stage light draft steamers run from Waterloo to Florence, Sheffield and other points above the shoals, freight being transferred at Waterloo. At this season goods may be billed from St. Louis, Cincinnati, Louisville, Evansville and all Western river cities to Waterloo cheaper than any other town in Alabama (Chickasaw excepted). Waterloo is in the heart of the mineral belt, the immense beds of iron ore of Wayne and Lauderdale counties lying in close proximity (5 to 10 miles). Limestone, silica and kaolin are abundant and close. The largest area of virgin forest in North Alabama lies in sight. The Land Company owns large bodies of this, together with many valuable town lots. The water supply is abundant and pure. Scores of springs bubble up within the town limits and the limpid waters of Second Creek wash the eastern border. The health of the community is unexcelled and the cost of living cheap. This is the largest shipping point for tan bark in the State. Present price of bark at landing \$4.50 per cord. Special facilities for tanning leather. The Land Company will donate a large body of fine timber and mineral land in a block to secure the construction of a railroad, north or east from Waterloo, such a road being needed in connection with the unequalled facilities of water transportation enjoyed by the town. Liberal aid will be given to persons who will locate industries here that give employment to labor and add value to raw material.

No matter what you intend to manufacture, consult the Waterloo Land, Mining & Manufacturing Co. and learn what facilities for the prosecution of your business the place enjoys and what inducements will be offered you to come. All questions truthfully and fairly answered.

For further information consult the President, Secretary or Hon. Hiram Richardson, Vice-President, Waterloo, Ala.

## DENISON, TEXAS.

THE  
Future Manufacturing and Commercial Center  
OF THE  
GREAT SOUTHWEST.

DENISON SUPPLIES THE COAL FOR TEXAS.

She has at her gates the only **COKING COAL** of any value in the Mississippi Valley. To the Southwest lies the best **MAGNETIC IRON ORE** in the world, while to the north and Southeast are fields of **BROWN HEMATITE ORE** of the finest grade. These ores must meet the **COKE** and **COAL** at DENISON and there to be worked.

DENISON cannot be surpassed for **HEALTHFULNESS** and **BEAUTY** of location. Six divisions of railways terminate at Denison and are operated by her citizens.

DENISON has an abundant supply of pure, soft water and plenty of good, cheap **BUILDING MATERIAL**.

The attention of investors and those seeking advantageous locations for business or for manufacturing plants is invited to the opportunities presented at Denison.

MUNSON & BRO. HAVE SUPERIOR FACILITIES FOR THE SAFE AND PROFITABLE INVESTMENT AND HANDLING OF CAPITAL

For information about DENISON and for bargains in **BUSINESS** and **RESIDENCE PROPERTY**, **ACRE PROPERTY** and **FARMS NEAR THE CITY**, write or call upon

**MUNSON & BRO.**

301 WOODWARD STREET,

DENISON, TEXAS.

# COME TO MARION,

\* THE IRON AND COAL CENTER. \*

Future Commercial and Manufacturing Center and Year-Round Health and Pleasure Resort of

## WESTERN NORTH CAROLINA

THE ITALY OF AMERICA.

Population 1,000 People.

Altitude 1,800 Feet.

**SURROUNDED BY VAST FORESTS OF THE FINEST TIMBER IN AMERICA.**

### The Heart of the Inexhaustible Magnetic Iron Ore District of Western North Carolina.

The Iron Ores of this district are the only ores in the South from which steel can be made with profit and advantage. ONLY POINT IN WESTERN NORTH CAROLINA THAT HAS CROSS AND COMPETITIVE RAILROADS.

With the superior quality of Iron Ore and Coking Coal, Marion, N. C., has in its neighborhood, it will be able, when its minerals are developed by railroads now building, to make steel at almost as low a figure as Pennsylvania now makes iron.

#### UNEXCELLED ADVANTAGES FOR MANUFACTURING.

### The Tide of Emigration No Longer Flows West, but South.

After February 15th, 1890, we will put on the market more than 500,000 acres of Western North Carolina FARMING, TIMBER AND MINERAL LANDS for sale at remarkably low prices. We are now selling MARION BUSINESS AND RESIDENCE LOTS, improved or unimproved, at ten times less than they can be purchased for in twelve months. Send for prices.

#### Our Iron Ores and Coal Fields.

Twenty-three miles north of Marion, N. C., is the Cranberry Iron Mine. The ores of this mine, according to the report of six different assays by the State Geologists of North Carolina in "Geology and Ores of North Carolina," Vol. 2, Chapter 2, vary from sixty to sixty-eight per cent. magnetic metallic iron entirely free from phosphorus, sulphur and titanic acid.

This is one solid mass of ore 400 feet wide, 300 feet high and 1,700 feet long.

Between the Cranberry mine and Marion, and within 8 or 10 miles of Marion is the Linville Mountain, the largest mountain of iron in the known world.

A direct line of railroad is now being built from Marion to the Linville Mine, which also puts Marion in direct communication, and within three hours' haul by freight, of the Virginia coking, cannel and splint coal fields, the finest quality and easiest mined of any coal in the known world.

#### Our Railroads.

The Charleston, Cincinnati & Chicago Railroad is now completed from Charleston, S. C., to Rutherfordton, N. C., a point twenty miles south of Marion. The contract for completing this road to Cincinnati, O., has been let and the grading is now being done. When built this road will cross the Western North Carolina, a division of the Richmond & Danville Railroad, at Marion, N. C., thereby making Marion, N. C., the only city in Western North Carolina that will have competitive railroads.

#### Woods and Timbers.

Among the various kinds of timber in this section are wild cherry and walnut, which according to the report of the State Board of Agriculture, attains the enormous height of from sixty to eighty feet, and a diameter of three feet or more. Among the vast forests of giant trees the other timbers are chestnut, white pine, hemlock, black birch, locust, lime and various kinds of oaks. In comparison with the extent of forest lands around Marion, the clearings are mere patches, there being in McDowell County, ac-

cording to the report of the Board of Agriculture of North Carolina, 122,129 acres of wood land, and 34,778 acres of land cleared for farms.

#### Health, Climate and Water.

Marion, with the climate of Italy, the purest water on the continent and mineral springs of unsurpassed medicinal properties is fast becoming a great health resort of the South. With the invigorating balsam breeze from the singing pines, purified by the mountain and vale, taken in at every breath, consumption or lung trouble cannot exist, and malaria is unknown.

#### Location and Advantages.

We have two good schools, four churches, two newspapers and a low rate of taxation. Come to see us. We will treat you well and give you valuable information free.

Marion is surrounded by an excellent fruit country. We have mountains of the finest Building Stone convenient.

#### Our Water Power.

Running by Marion is the Catawba river with a fall of over 200 feet to the mile, affording unlimited water-power to manufacturers.

#### A Coming Great City.

With the above advantages, which are greater than Birmingham, Ala., had a few years ago, can any person doubt the fact that Marion, N. C., will soon be a great city? The world has now confidence in the resources of the South; a few years ago it did not. Therefore Marion should grow more rapidly than a city did ten or fifteen years ago.

Marion has never had a boom, its first auction sale of lots will take place on the completion of the Charleston, Cincinnati & Chicago Railroad, which will be only a few months.

To advertise Marion we are offering for sale a limited number of choice Marion lots to a few people in each locality at the very lowest figure we can and not lose money. For prices,

Address OLD NORTH STATE LAND CO., Marion, N. C.

OR

W. E. BERRY & CO., Birmingham [Ala.] Agts., 2008½ Second Ave., P. O. Box 422.

J.W. SKINKLE, President.

J. KOENIGSBERG, Secy.

LEO. RASSIEUR, Vice Pres't.

**THE CONSOLIDATED  
ICE MACHINE CO.**  
MANUFACTURERS OF  
ICE MAKING AND REFRIGERATING MACHINERY.  
WORKS & PRINCIPAL OFFICES WEST. 18<sup>TH</sup> ST. VIADUCT CHICAGO, ILL.  
ESTIMATES AND CIRCULARS UPON APPLICATION.

# \* 246 \* MACHINES IN OPERATION

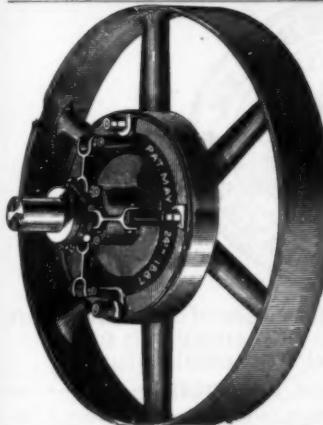
Making Ice—Refrigerating, Breweries, Packing Houses, Cold Storage Houses, Oil Refineries, Creameries, Hotels, &c.

**BUY THE BEST AND SAVE MONEY.**

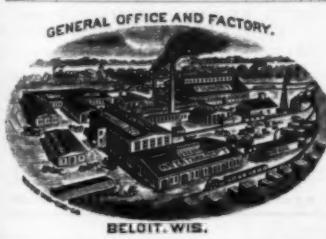
All machines built by us are made to gauge and templet. Highest economy secured. Best results obtained. Machines in steady operation for more than ten years.

**NO FAILURES.**

## \* ICE MACHINES. \*



**The MOORE & WHITE CO.**  
1312 Buttonwood St., PHILADELPHIA, PA.  
**Friction Clutches,**   
**Cut-Off Couplings, &c.**  
**Paper Mill**  
**Machinery, &c.**



### ECLIPSE FRICITION CLUTCH PULLEYS AND CUT-OFF COUPLINGS.

SEATTLE, WASHINGTON TERR., 5 26, 1889.  
Eclipse Wind Engine Co., Beloit, Wis.  
DEAR SIRS: The Clutch Pulley (diam. 106 in., face 21 in.) works satisfactorily in every particular, and is a great convenience. We have two, and can stop either the main saws or the sang edger, or both whenever desired, without stopping the engines. Yours respectfully,  
Yesler Wood, Coal & Lumber Co., J. D. Lowman, Sec'y.

ST. JOSEPH, Mo., June 24, 1889.  
Eclipse Wind Engine Co., Beloit, Wis.  
GENTLEMEN: The Clutch Pulley reached us all right; it works to a charm. If we had put it on last April, in place of one we had, we should now be ahead over \$100, which we have lost in time and breakages. Yours,  
The Brick & Terra Cotta Mfg. Co., F. P. Halsey, Sec'y.

**ECLIPSE WIND ENGINE CO., - Beloit, Wis.**  
Send for July, 1889 catalogue, and see where and by whom they are used.

## Machine Molded Pulleys, Hangers, Boxes

COUPLINGS AND SHAFTING.  
FIRE FRONTS, HEAVY MACHINE CASTINGS  
OF ALL DESCRIPTIONS.

HOISTING AND TRANSMISSION SHEAVES.  
 Get Our Prices Before Purchasing.  
Estimates given on Pulleys and Band Wheels to 10 feet in diameter. Send for Catalogue.

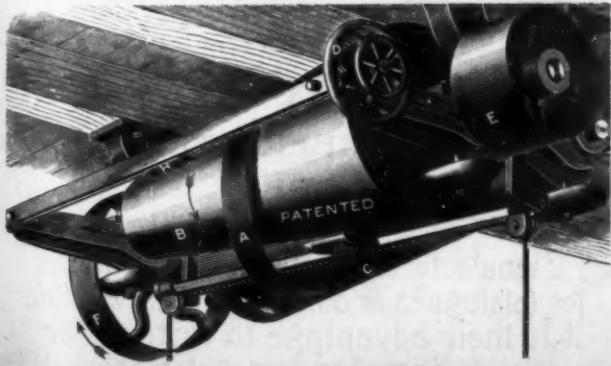
**TODD PULLEY AND SHAFTING WORKS**  
EAST ST. LOUIS, ILL.



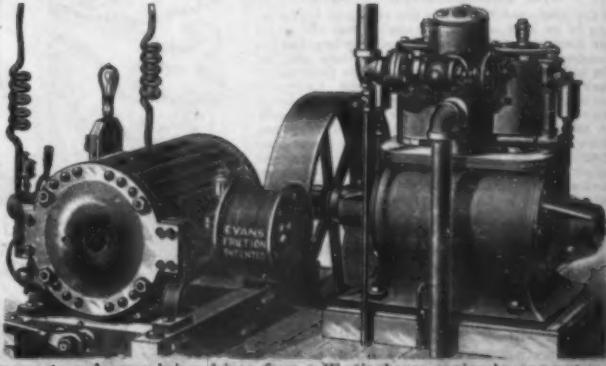
## THE EVANS SYSTEM OF FRICTION

(PATENTED)

FOR TRANSMITTING POWER WITH EITHER STEADY OR VARIABLE SPEED.



WE GUARANTEE  
GREATER  
EFFICIENCY  
THAN WITH  
ORDINARY BELTS.



By the use of our Friction Cones the speed of any machine may be varied automatically or by hand while the machine is running, and the machine can be started and stopped without the use of loose pulleys.

The above cut represents a dynamo being driven from a Westinghouse engine by our system. Advantages: Room Saved! Power Saved! Belting Saved! Each dynamo may be started or stopped without the use of clutch pulley, and without slowing the engine, by simply turning a hand wheel.

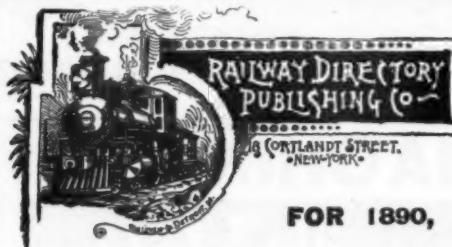
We refer you to Plants which we **EVANS FRICTION CONE CO.** 85 Water Street, BOSTON.

Send for Catalogue.

ESTABLISHED 1876.



BRANCH OFFICE,  
152 and 154 Monroe Street, Chicago.



Just  
Issued,

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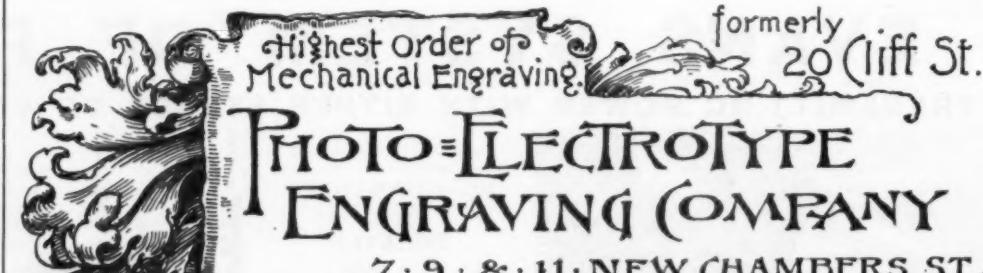
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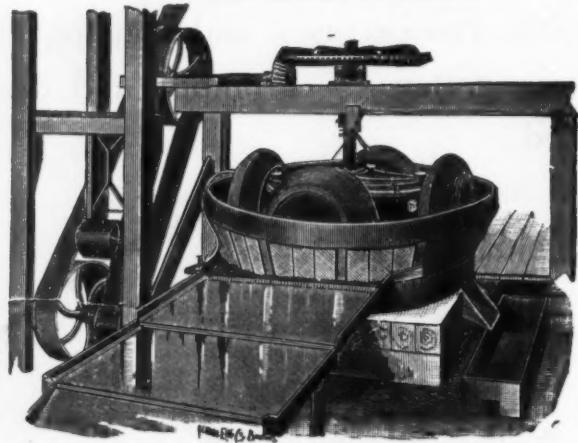


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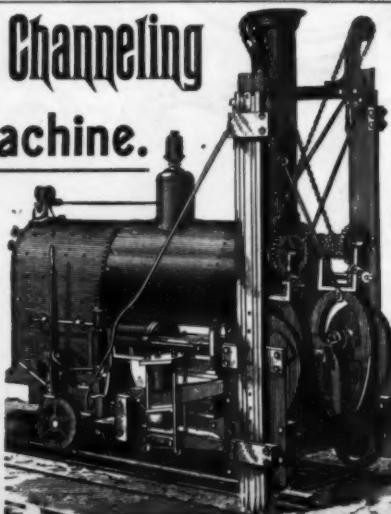
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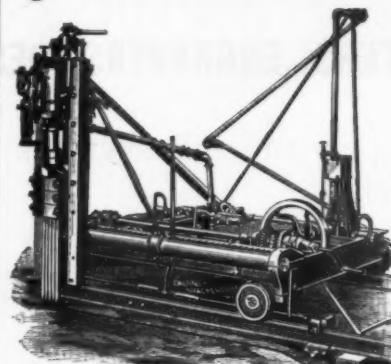
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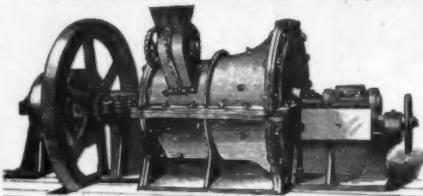
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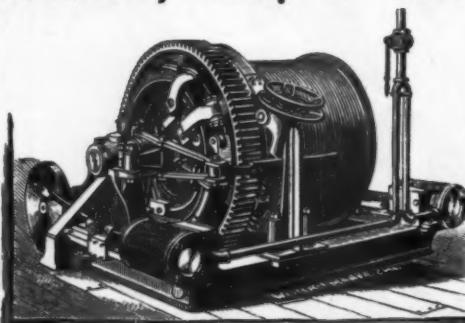
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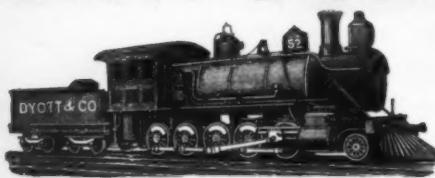
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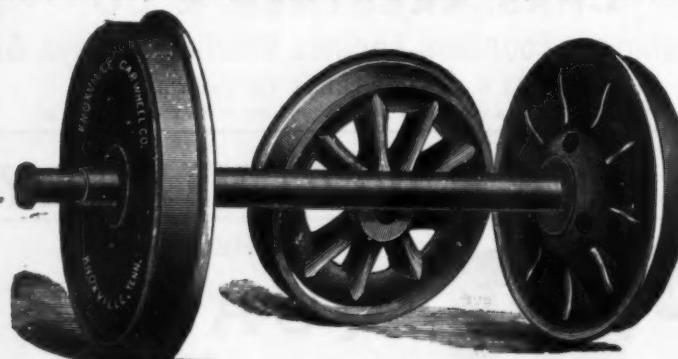
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[Signed.]

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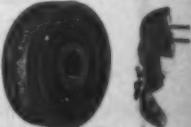
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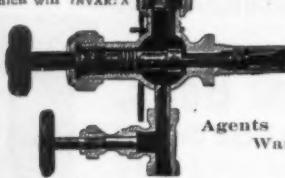
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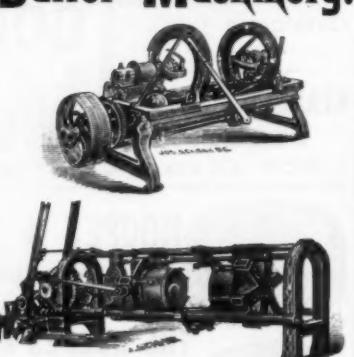
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UNEQUALLED.Special Machinery, Tools, Models, &c.  
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Foot and Power Lathes, Drill

Presses, Scroll Saw Attachments,

Chucks, Mandrels, Twist Drills,

Dogs, Calipers, etc.

Lathes on trial. Lathes on payment.

Send for catalogue of Outfits for Amateurs or Artisans.

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Gap Lathe, \$1.25

Lately Improved.

Just the thing to shift large belts driving Dynamos, Blowers, Gines, Saws, &amp;c. Belt stops and slackness when machine stops. Thousands in use, cost very low. Sent on trial. Permit us to quote you prices.

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Just the thing to shift large belts driving Dynamos, Blowers, Gines, Saws, &amp;c. Belt stops and slackness when machine stops. Thousands in use, cost very low. Sent on trial. Permit us to quote you prices.

**Property Owners**A Volume of Information  
On Tin Roofs Free  
of Cost.

If you have decided to place a tin roof upon your house you should, in justice to yourself, obtain the best possible information in regard to tin for roofing purposes. No property owner can afford to remain ignorant, when a whole volume of information devoted to the selection, laying and painting of a tin roof can be had for the asking. Messrs. Merchant & Co., of this city, are conceded to be authority on tin roofs. They have devoted much time, labor and money in presenting, in readable shape, a mass of facts upon this subject, which are of great interest to property owners. The constant inquiry from property owners for these books evinces the fact that there is considerable quiet thinking being done just now by a large number of gentlemen, who have heretofore given the subject very little consideration. What the outcome will be, almost anyone can anticipate. A better class of roofing is sure to follow as a natural consequence. A wise property owner will send for Merchant & Co.'s new book; and, after reading it, he will certainly conclude that there was much that he did not know upon the subject of tin roofs.—Philadelphia Real Estate Record, Sept. 11, 1889.

**The Belden Machine Co.**  
NEW HAVEN, CONN.

McShane &amp; Bell &amp; Foundry

Fine Iron and Brass Castings Made to Order.  
Manufacture those celebrated Bells for Tower Clocks, Court-Houses, Cotton Mills, Factories, &c. Prices and catalogues sent free. Address H. McSHANE & CO., Baltimore, Md.

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WIRE RAILING

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DUFUR &amp; CO. 113 &amp; 115 N. Howard St., Baltimore.

Wire Railing for Cemeteries, Lawns, Gardens, Offices and Balconies; Window Guards, Tree Guards, Wire Cloth, Screens, Fenders, Caps, Band and Coal Screens, Iron Bedsteads, Chairs, &amp;c.

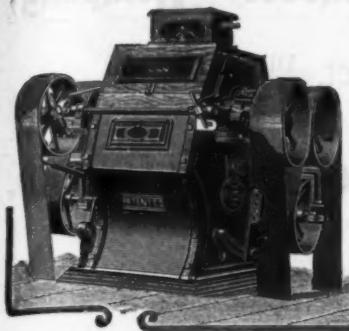
WIRE &amp; WIRE GOODS

Wire Cloth, Rope, SCREENS for Coal and Ores. Barbed and Plain Fencing Wire. Bank and Office Railings.



Artistic Work a Specialty.  
Send for catalogue and mention this paper.

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OFFICE OF PETER SNYDER,  
DEALER IN FLOUR, FEED AND LUMBER,

MANLIUS STATION, N. Y., October 28, 1889.

*The Case Manufacturing Company, Columbus, Ohio:*

GENTLEMEN: After running my mill over two months, I feel it my duty and in justice to you to state that I am more than pleased with the mill you built for me. It started like a clock "from the word go". My flour is discounting the fanciest brands of flour in the market. My clean-up is equal to any mill in the State. I will say that the Case Rolls and Flour Dressers cannot be beaten in the world for light running and ease of access to all their parts. I would advise any miller building a new mill or remodeling an old one to place their contract with the Case Company.

Thanking you for the prompt and efficient manner in which you furnished my machinery in so short a time, after so great a loss and damage by fire burning your works, and with the best of wishes I remain,

Yours respectfully,

PETER SNYDER.

For full particulars regarding the best FLOUR OR CORN MILL MACHINERY, address



## THE CASE MANUFACTURING CO., Columbus, Ohio.

### New and Improved Surface Planer.

This machine has been designed and built with the best care for doing the smoothest work possible on either hard or soft wood. The manufacturers present it

with improved rock shaft connections, makes it impossible for one end of the feed roll to raise and the other end stay down, thus allowing the feed roll to press only on one edge of the stock. The back feed roll receives its pressure from steel coil springs. The bed is raised and low-

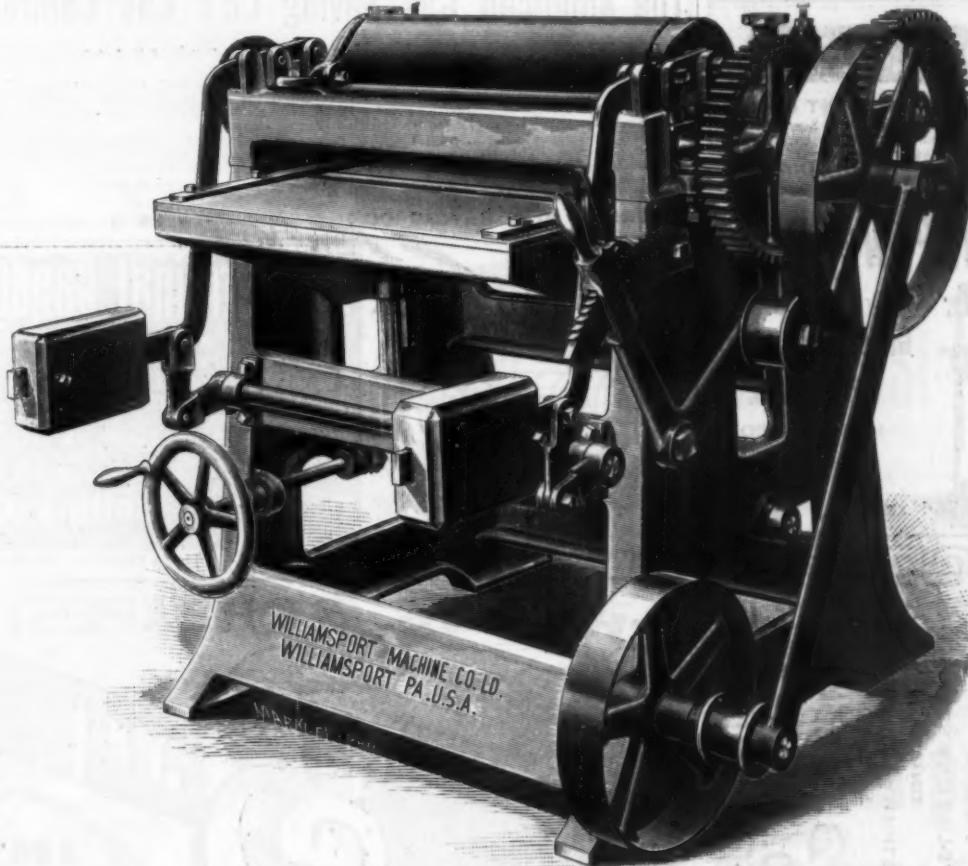
### Valley Duplex Steam Pump.

The duplex steam pump illustrated on this page differs from others of its class in the manner adopted for moving the steam valves. It will be noticed that instead of the link commonly used for moving the

or shorten the stroke. Between them is a spool, loose on the rod, which is moved by the crank of the rock shaft until it comes in contact with one of the collars, when the valve is carried along and the pump reversed. It is claimed that this arrangement works easier and is more durable than that employing links, as the joints made by the crank pin and the flanges of the spool is the only part to wear. The surface being large and the spool having a rotary motion, the wearing away by use is reduced to a minimum. The Valley Pump Co., Easthampton, Mass., are the manufacturers.

THE "Special Bankers' Edition" of the MANUFACTURERS' RECORD furnishes another evidence of the commendable enterprise characteristic of the management of that publication, to which the South is already so largely indebted. It contains a comprehensive review of the South's growth and prospects, and, like other special editions of that periodical, is sure to result in substantial benefits to this section.—New Castle (Va.) Record.

THE Hale Pavement Co., Staunton, Va., call the attention of corporations and builders to the fact that Messrs. Guild & White, of Chattanooga, Tenn., have offered to put down a square of the Hale pavement, to be paid for only if found satisfactory. Norfolk, Va., is also trying the Hale pavement on Main street at the point of most severe traffic, the brick used being



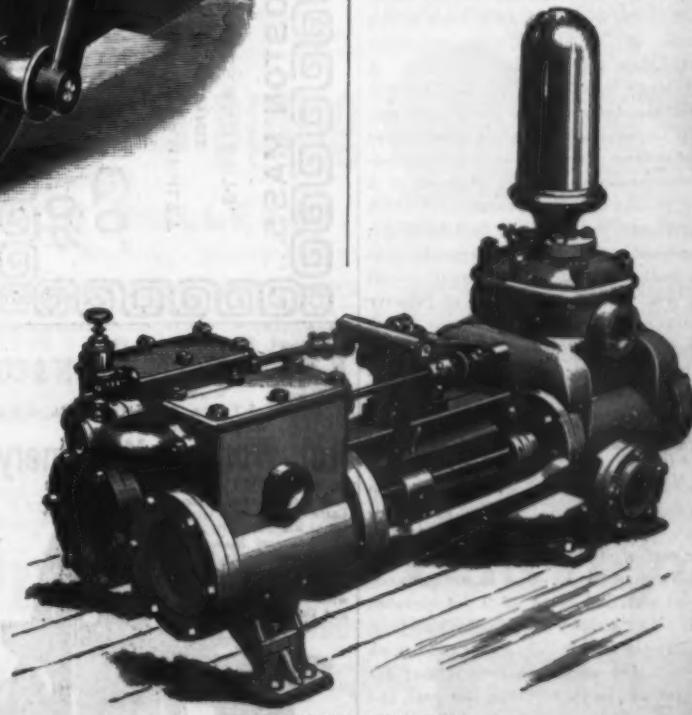
NEW AND IMPROVED SURFACE PLANER.

to wood-workers with the claim that it is the highest point yet attained on light surface planers. The frame is cast in one solid piece. The bed is also cast in one piece and fitted in the frame with special care, making it a very rigid and substantial machine for planing all kinds of hard or soft lumber, and makes what every manufacturer wants—a cut free from ridges and leaving ends perfectly smooth without being clipped off. The cylinder is made from the best grade of steel, with the bearings and head forged in one piece. The shaving-hood is so arranged as to prevent any shavings from getting under the smooth rolls and marking the lumber. There are two pressure bars, one on each side of the cylinder, thus insuring steadiness, even when planing short or thin stock, and preventing tearing out or clipping of ends. The front pressure bar is self-adjusting, always regulating itself to the various thicknesses of lumber being planed. There are four feed rolls, extra large. The front feed roll is weighted, and, being connected

by a hand wheel, giving quick change to different thickness of stock. This machine will plane from one-sixteenth of an inch to six inches thick, and as short as six inches in length. Williamsport Machine Co., Limited, Williamsport, Pa., are the manufacturers.

THE Jeffrey Manufacturing Co., of Columbus, Ohio, manufacturers of detachable and roller chain belting and mining machinery, report a very heavy business in all their different lines. They have just placed in the hands of the printers a large and complete new catalogue. Parties who will send in their names now will receive the catalogue the earliest possible date.

MESSRS. BROWN BROS. & CO., Providence, R. I., manufacturers of mill supplies, issue a unique folding card. The title, called "Bell Ting," is from a Japanese legend, and attached to the card is a copper coin which is worn as a pocket piece.



VALLEY DUPLEX STEAM PUMP.

steam valves in duplex pumps, a straight rod is substituted without any joints. On it are two collars, held in place by set screws, which can be adjusted to lengthen made in Baltimore and the pavement giving great satisfaction. Bricks have also been ordered for laying down the Hale pavement in Roanoke, Va.

## The Markets.

OFFICE MANUFACTURERS' RECORD,  
BALTIMORE, January 14, 1890.

Contrary to general expectations, no general or urgent demand has set in for iron or steel products in any of the iron centers east of the Alleghanies. Greater activity prevails in all Western markets, and our private advices from several Southern iron centers confirm all previous statements and predictions. Large quantities of iron are moving from the Southern furnaces into Western markets; nearly all of it into the hands of consumers, many of whom would even now extend their contracts for still later deliveries were Southern furnace managers willing to meet them on the basis of present prices. Some few companies have nominally advanced prices in the South within two or three weeks, while others are still quoting old figures, but not making any new contracts. Freight rates from Southern to Northern points have been fixed for the winter, and the railroad companies are furnishing more cars, and promise their patrons an abundance of facilities before many weeks. Nearly all Southern iron makers expect to get more money for their spring and summer iron, and were quoting No. 1 foundry last week at \$16 on cars at furnace. Louisville quotations are \$18.50 for No. 1, and \$17 to \$17.25 for gray forge. St. Louis quotations are \$19 to \$19.50 for No. 1, and \$17.50 to \$18 for gray forge. Southern car-wheel iron is selling in Ohio river markets at \$24.50. Gray Forge in Cincinnati is \$17.50, and No. 1 Southern coke, \$19. The tone of the market, so far as it is expressed by buyers, is strong, but there is doubt as to the ability of makers to push prices any higher. Makers, on the contrary, think they will have no difficulty in selling their future output at much better prices. Large contracts are in negotiation at several Northern markets, but very much depends upon the volume of new business that is expected between now and March 1st. The possibility of a general coke strike is one of the factors to be considered. 15,000 coke workers in Western Pennsylvania have demanded higher wages. The demand is for an advance of 20 per cent., and a conference will take place on Thursday.

Nothing of genuine interest has transpired, or is likely to occur in any other branch of the iron trade for a week or two to come. Billets, blooms, slabs, and plates are all held at the very outside figures. A great many small lots are wanted, but buyers are between two fires. On one side is an oversold market and independent manufacturers; on the other side are pressing requirements and the promise of a heavy volume of winter business, for which material must be bought or contracted for. It is probable that after all the predictions of a heavy demand which manufacturers have been making, the month of January will slip by without much business. A few large blocks of steel rails were taken by Western mills on a basis of \$37. Eastern quotations are \$35. The nail market, East and West, continues very strong, although business is light. There is an urgent demand for old rails, but supplies are almost nothing. Pennsylvania and Ohio buyers have been paying \$26.50 to \$26.75 at Chicago.

Makers of structural iron have negotiations hanging fire for some 12,000 to 15,000 tons of material, much of it for elevated work. The makers of wrought iron pipe, in talking over probabilities for 1890, think they have the assurance already that the pressure will be no less than last year, and that prices will profit by the general upward tendency. There is an urgent demand also for merchant steel, heavy hardware, sheet iron, as well as for barb-wire. The manufacturers of barb wire have had a good many inquiries and orders, under

the recent advance. The favorable weather has allowed a great deal of work to be done which otherwise would have been postponed until spring, and stocks at mills and stores have therefore been run down. Ores are in very active demand at lake ports. Users of both Bessemer and non-Bessemer ores will very soon have the bulk of their 1890 requirements covered.

The bridge builders and car builders are now in negotiation for an unusual amount of spring and summer work. The heavy traffic on the railroads is strengthening demand from that quarter.

### HARDWARE.

The demand for hardware is opening up very nicely and while orders are not large they are satisfactory. From the far South trade is reported as very brisk and the jobbers are running short of goods. Prices remain unchanged. Carriage bolts and tacks are held very firm and the two associations are working nicely. The Maryland Tack Co., of this city, is now a member of the Tack Association. Prices on steel hoes and rakes are still very low and unprofitable to the manufacturer.

"54° 40' or fight." See "War" Robertson's adv. in this paper, page 62.

## DIXON'S

**GRAPHITE PIPE JOINT GREASE**  
For Steam or Gas Pipes, Bolts, Screws, etc.  
Makes a Perfect Joint that can be opened with ease  
in three years or thirty years.  
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Great and Uniform  
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**CAPITAL, \$1,000,000, FULL PAID.**

This Company makes advances upon Pig Iron stored at Furnaces (storage charge being nominal) or in Public Warehouses, upon reasonable terms.

Particulars upon Application.

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**The American Gas Saving Co's Gas Controller.**

Over 200,000 in use. Saves from 15 to 50 per cent. according to pressure in mains.

Adopted by U. S. Government after competitive tests; New York Elevated Railroad (saving \$11,519.37 in five months, over \$100,000.00 in five years). In use in thousands of Mills, Factories, Hotels, Depots, Public Buildings and Private Houses. Send for descriptive circular and testimonials. Find size of meter on brass plate in front with maker's name.

PRICES: 3 and 5-light, \$7.50; 10-light, \$15.00; 20-light, \$20.00; 45-light, \$25.00; 60-light, \$30.00; 80-light, \$40.00; 100-light, \$50.00. Other sizes in proportion. Full directions for attachment and testing sent with each. Controllers sent for trial on receipt of price, and money refunded, less express charges, if unsatisfactory and controllers returned in good order. All orders C. O. D. Agents wanted.

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**The "Original Gandy"**

Sewed Cotton Duck Belting,

Especially adapted for Main Drivers, Saw Mills, Cotton Gins, Cotton Presses, and for all places where belts are subjected to moisture or atmospheric changes, the "GANDY" stands paramount.

For further information, prices, etc., write

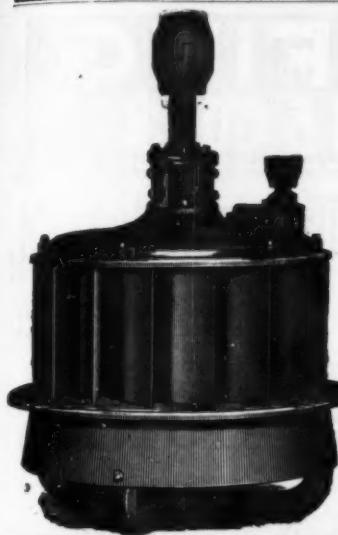
**The Candy Belting Co.**  
Baltimore, Md.

SOUTHERN AGENTS: Smith & Courtney, Richmond, Va. Atlanta Rubber Co., Atlanta, Ga.  
Baker, Sloo & Co., New Orleans, La.

**THE BEST & CHEAPEST BELTING IN THE WORLD**  
CHESAPEAKE STITCHED CANVAS BELTING  
MANUFACTURED BY THE CHESAPEAKE BELTING CO.  
BALTIMORE, MD.

**Shultz Belting Co.**  
MANUFACTURERS OF  
IT BELTS THE EARTH AND MAKES THE MOON SPIN LIKE A TOP.  
OUR BELTING IS TANNED ON THE SURFACES ONLY.  
INTERIOR IS RAWHIDE.  
The only perfect belt made  
No slipping or fast motion.  
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| 15-in.         | 18.08       | 30.17        | .000                  |
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| 25-in.         | 17.90       | 62.65        | .004                  |
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## WITH PROPORTIONATELY HIGH EFFICIENCY AT PART-GATE.

Such results, together with its nicely-working gate, and simple, strong and durable construction, should favorably recommend it to the attention of ALL discriminating purchasers. These wheels are of very Superior Workmanship and Finish, and of the Best Material.

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NO CHARGE FOR TRIAL SAMPLES.

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MONK'S MOLDERS' TOOLS.  
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Without Putty.

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Drying, Ventilating & Exhaust Fans  
With First-Class Engine Attached.  
Get the best Fan for Drying and Ventilating in the market.

The Clark light-running Exhaust Fans. Self-Oiling Bearings. Adjustable Wings; also first-class high speed Engines attached to frame of Fan when desired. Fans and Engines in combination or separate at lowest prices. Catalogue free.

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THE BEST.

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Specially Adapted to use in Handling Cotton Seed and all its Products, Fertilizers and Phosphates.

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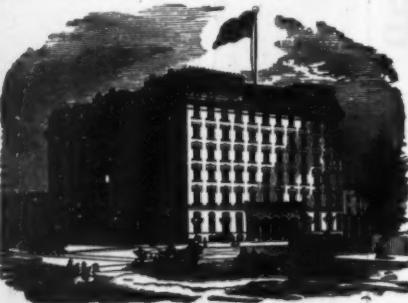
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IRON FLUMES and PENSTOCKS, HEAD GATE GEARING, REGULATORS, and everything pertaining to Water Wheels and Mill Work.

These Wheels are superior for high power and efficiency, excellent workmanship and great durability. Tight closing gate; easily operated.



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| 54 inch wheel tested in mill after running two years,   | .8430 |
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30 inch wheel at Holyoke Testing Flume.

Proportional quantity of water, .761; one-half gate opening, .7642

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**DON'T** make arrangements for ROOFING 'till you have seen ours.  
It Excels all other Metal Roofs.

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This roofing is specially recommended to owners of city and country property; it can be applied without the aid of skilled labor. Everyone can be his own roofer at very small cost. We put on this roofing when it is desired.

**Druid Elastic Paint**

Is the most Elastic, Durable and Economical Paint known for Tin roofs, Smoke Stacks, Boilers, Boiler Fronts, Bridges and all metal and wood surfaces. It is fire-proof, water-proof and acid-proof; it resists all rust and will not oxidize and smoke fumes; it will not peel, crack or blister. Especially adapted for making walls and northeast exposures water-proof. B ticks painted with two coats of this compound will resist a water pressure of 200 pounds to the square inch. The same applies to cement and mortar work. Send for prices and further information.

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Made in 10 Sizes for Steam.  
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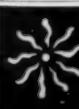
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## MANUFACTURERS' RECORD.

**Eastern Lumber Markets.**

[Spec. corresp'dence MANUFACTURERS' RECORD.]

NEW YORK, January 14, 1890.

Signs are not wanting which go to indicate the probable character of the early spring trade. Just at a time when we had expected to have nothing of interest to say, we come across several interesting points. It looks as though a good many wholesalers and retailers of hardwoods would soon be buying supplies, and that, too, on no small scale. No one is able to account for it. The parties who are looking around to purchase have nothing to say, except that they want the lumber, and are ready to buy it now. This has, of course, caused a hurried correspondence with some manufacturers in the far interior, who were quite anxious a month or two ago to sell hardwoods on what they at that time considered favorable terms. So far the sales of hardwoods are \$2 or \$3 better than a year ago. This sudden demand shows just how little opinions are worth, and how dangerous it is for manufacturers or dealers or shippers in the South to be influenced or guided by them. The trouble is that this and other Northern markets are so large, and there are so many things to take into consideration and so many sudden changes occurring, that it is simply impossible for any one man to size up the whole situation and give an opinion. The turn in affairs this week, or rather last week, consists in the development of a number of inquiries for poplar, ash, quartered oak and yellow pine. Quite a number of sales have been made. In addition to this, a number of large contracts for Western oak are about to be closed. Fortunately some of our wholesalers asked for options, and they were granted. Possibly some of these people who gave options would not renew them now if they had the opportunity. It is the fact that these options were given that accounts for the big business we are having.

Poplar is quoted at \$31 to \$32 for 1-inch stuff, 10 inches wide; 2-inch, \$32.50; common, \$23; 1-inch saps, \$25; culls, \$16. For ash, to-day's quotations are \$38 for 1-inch; strips, \$27; quarter-sawed oak, 6 inches and over, \$50; strips, under 6 inches, \$40; 1-inch cheery \$78; clear cypress, \$32; 1-inch walnut, \$95; rejects, \$50; 1-inch culls, \$35.

Our advices from the interior of New England are quite encouraging. Quartered oak boards are bringing \$52 at Boston. All kinds of walnut are selling well in the local trade. A good deal of plain oak is reaching New England cities. Fine poplar has been pretty well cleaned out.

Our export trade is already improving again. The old remark regarding North Carolina sap pine applies with greater force than ever. Both sap and yellow pine will bring fully as good prices in the spring as now, and very probably better. Hemlock joist is very strong at \$12.

There will be several very large transactions in lumber before long. Market-houses, warehouses, railroad work, dock work and other similar enterprises will be in the market soon for lumber in the lump. The open winter has helped business a good deal by allowing work to be done that would otherwise have been put off until spring.

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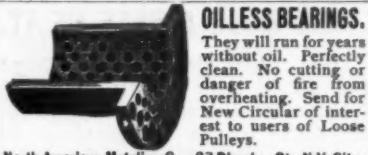
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| 6x2           | 3 1/4 to 1 1/2    | 3 1/4 in.              | \$ 2 00                |
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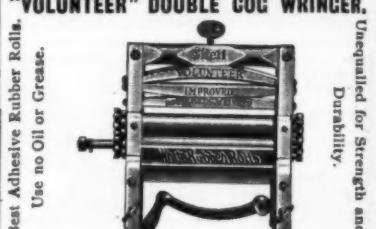
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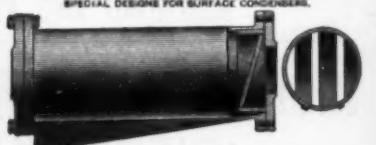
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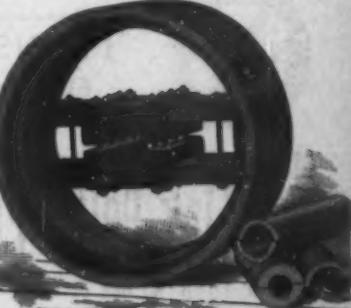
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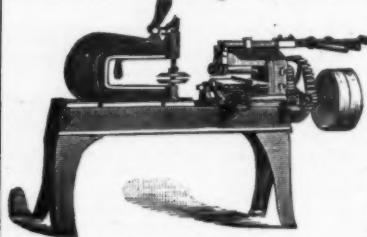
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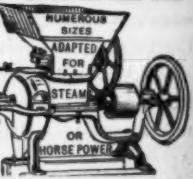
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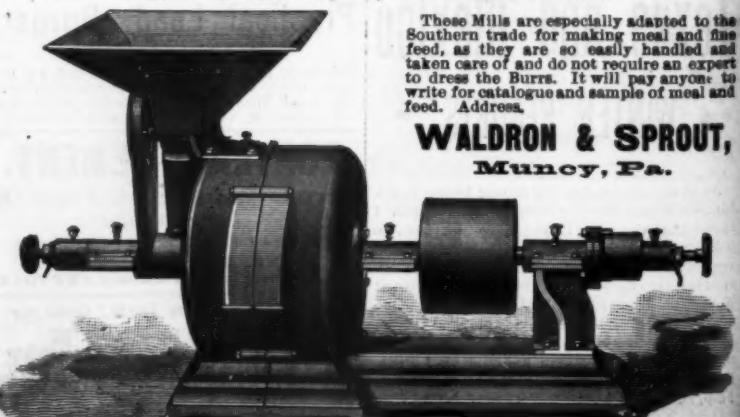
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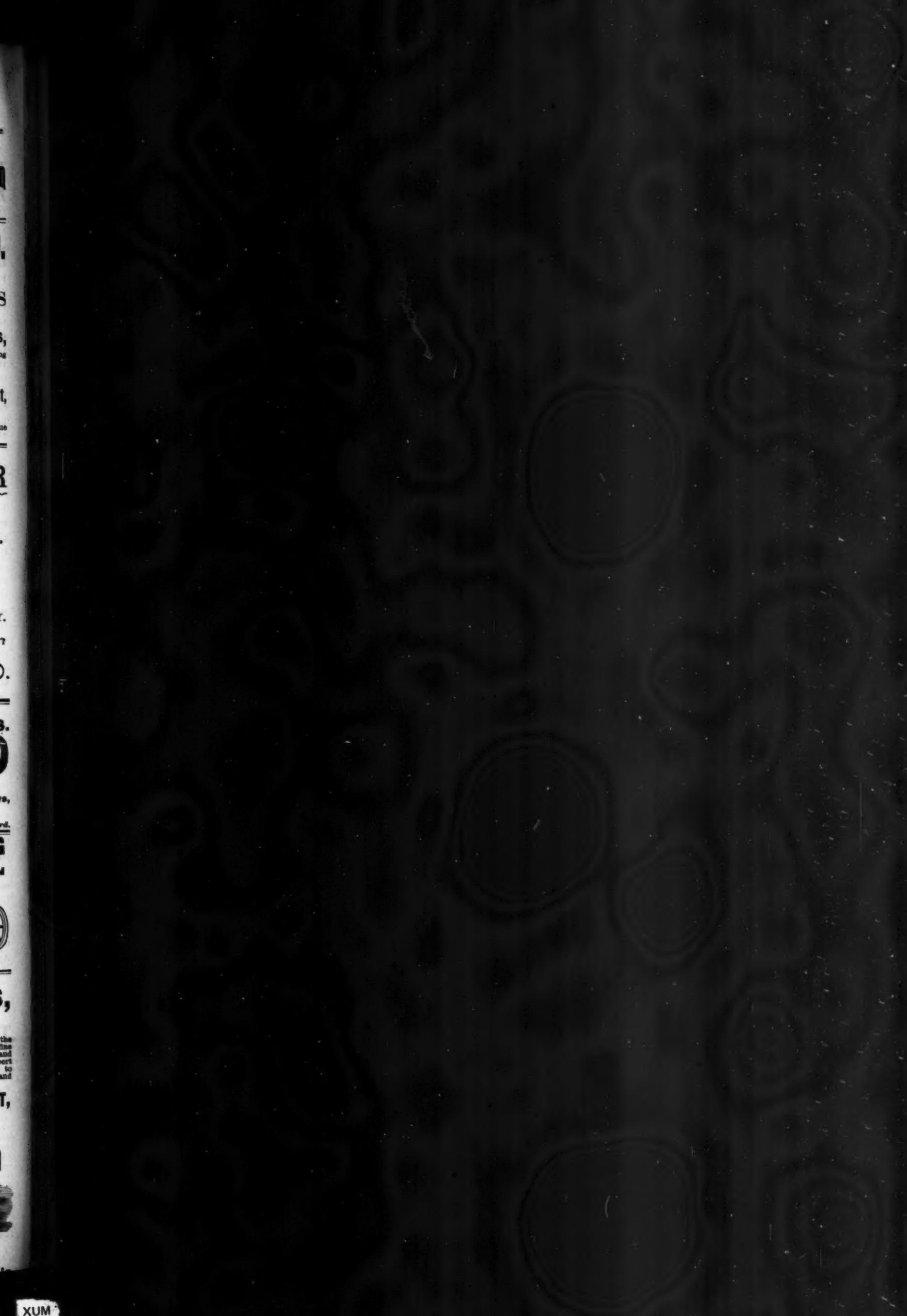
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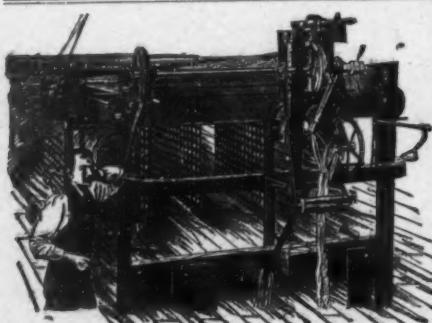
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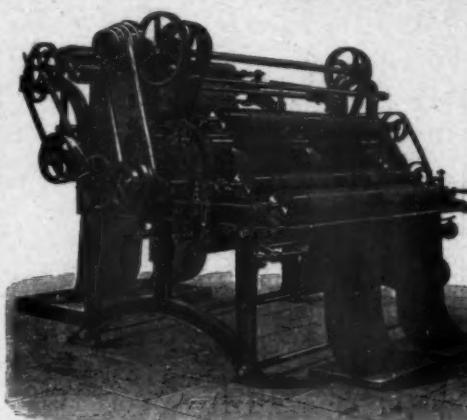
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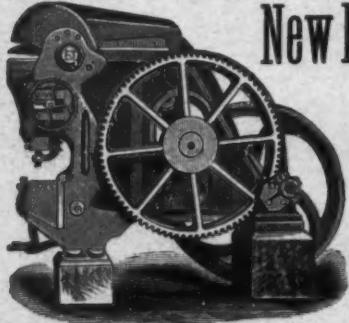
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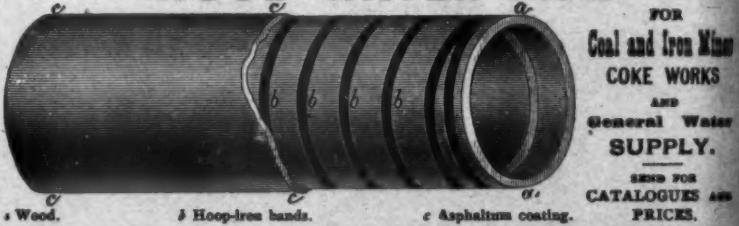
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